BOARD OF DIRECTORS
AGENDA

Friday, April 25, 2003
9:00 a.m.
SANDAG
401 B Street, 7th Floor
Downtown San Diego

AGENDA HIGHLIGHTS

• PROGRESS REPORT – REGIONAL COMPREHENSIVE PLAN
• LEGISLATIVE UPDATE – AB 361 (KEHOE)
• NEARSHORE HABITAT INVENTORY
• FY 2004 OVERALL WORK PROGRAM

PLEASE TURN OFF
CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE SANDAG BOARD MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Board on any item at the time the Board is considering the item. Speaker’s Slips are located in the rear of the room. Once completed, the slip should be presented to the Clerk of the Board seated at the front table. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Members of the public also are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications. All speakers are limited to three minutes. The SANDAG Board may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed on SANDAG’s Web site at www.sandag.org under Meetings. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon on the Wednesday preceding the Friday SANDAG Board meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 595-5300 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 595-5300, (619) 595-5393 (TTY) or fax (619) 595-5305.

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
**BOARD OF DIRECTORS AGENDA**  
Friday, April 25, 2003

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>+1.</td>
<td>MINUTES OF THE MARCH 28, 2003 BOARD MEETING</td>
</tr>
<tr>
<td>2.</td>
<td>ADDITIONS AND DELETIONS</td>
</tr>
</tbody>
</table>

**CONSENT ITEMS (3 through 6)**  
The Board of Directors will take action on the consent agenda without further discussion and with one vote unless an item is pulled by a Board member or by a member of the public for comment.

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.</td>
<td>DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES</td>
</tr>
<tr>
<td>+A.</td>
<td>EXECUTIVE COMMITTEE MEETING (April 11, 2003)</td>
</tr>
<tr>
<td>+B.</td>
<td>TRANSPORTATION COMMITTEE MEETING (April 18, 2003)</td>
</tr>
<tr>
<td>+C.</td>
<td>REGIONAL PLANNING COMMITTEE MEETING (April 4, 2003)</td>
</tr>
<tr>
<td>D.</td>
<td>BORDERS COMMITTEE MEETING (April 18, 2003) (This report will be faxed to all Board members by 4/22/03)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>+4.</td>
<td>SOCIAL SERVICE AGENCY GRANT APPLICATIONS FOR VEHICLES TO TRANSPORT ELDERLY AND PERSONS WITH DISABILITIES (Nan Valerio)</td>
</tr>
</tbody>
</table>

SANDAG’s Subcommittee for Accessible Transportation (SCAT) recommends approval of Resolution 2003-35, finding the applications for federal funds in Section 5310 of the TEA-21 program in conformance with the Regional Transportation Plan. These funds are available in statewide competition for social service agencies to purchase vehicles, and related equipment, which are used to transport elderly persons and persons with disabilities.

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>+5.</td>
<td>REPORT ON THE CALCOG ANNUAL CONFERENCE (Craig Scott)</td>
</tr>
</tbody>
</table>

SANDAG participated in CALCOG’s Annual Forum on Regional Issues last week. A variety of topics were discussed including transportation financing, state-local fiscal relationships, and the regional housing allocation process. A summary of the highlights of the meeting is provided.

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>+6.</td>
<td>U.S. DEPARTMENT OF DEFENSE PROJECTS AFFECTING THE SAN DIEGO REGION (CAPT Christopher Schanze, USN, CEC, Commander, Southwest Division, Naval Facilities Engineering Command)</td>
</tr>
</tbody>
</table>

Each year, the Defense Department provides SANDAG a summary of their activities related to implementing the Regional Growth Management Strategy and a listing of its military construction projects for the current fiscal year and the next two fiscal years. Board action would accept the report for distribution to interested agencies and organizations.
PUBLIC COMMENTS/COMMUNICATIONS

7. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak shall reserve time by filing a written request with the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes.

CHAIR’S REPORT

8. AWARD OF APPRECIATION TO COLLEEN O’HARRA

Colleen O’Harra, Chair of the Multiple Habitat Conservation Program Advisory Committee and former Oceanside City Council member, worked tirelessly with North County City representatives, environmentalists, builders, agencies, and other stakeholders to build consensus, draft a plan, and launch a program to preserve more than 20,000 acres of undeveloped land.

REPORTS

+9. LEGISLATIVE UPDATE: AB 361(KEHOE) – SAN DIEGO CONSOLIDATED TRANSPORTATION AGENCY (Mayor Cafagna)  

OPPOSE UNLESS AMENDED

Since the last Board meeting the bill has passed out of the Assembly Transportation Committee and will have been heard in the Assembly Local Government Committee. The Executive Committee reviewed the recommendation of the Ad Hoc Working Group on AB 361 and modified it to an oppose unless amended position. The Executive Committee also directed staff to prepare amendments consistent with the Ad Hoc Working Group’s recommendations.

+10. PROGRESS REPORT ON THE REGIONAL COMPREHENSIVE PLAN (RCP) AND REVISED REGIONAL VISION AND CORE VALUES (Lori Holt Pfeiler, Chair, and Patty Davis, Vice Chair of the Regional Planning Committee; and Carol Bonomo, Vice Chair of the Regional Planning Stakeholders Working Group)  

INFORMATION

This item was deferred from the March 28, 2003 Board meeting. The Chair and Vice Chair will provide an update on the progress of the RCP, and will present revised versions of the regional vision and core values, based on input provided at the RCP Workshops, the Regional Planning Technical and Stakeholders Working Groups, public comments received via e-mail, and the Regional Planning Committee’s recommendations. Additionally, a status report on the Stakeholders Working Group will be provided.

+11. PROGRESS REPORT ON TRANSPORTATION PROJECTS (Jose Nuncio)  

INFORMATION

This report summarizes the current status of major highway, transit, arterial, traffic management, and Transportation Demand Management (TDM) projects in SANDAG’s five-year Regional Transportation Improvement Program (RTIP). The TransNet one-half percent local sales tax and other local, state, and federal sources fund these projects.
+12. **FY 2004 OVERALL WORK PROGRAM** (Mickey Cafagna, Vice Chair; Leslie Campbell, SANDAG Staff)  

The FY 2004 Draft Overall Work Program (OWP) was distributed to Member Agencies and to the federal and state funding agencies for review and comment in early March. All comments received and responses to those comments are attached to the report. On April 8, staff met with the Intermodal Planning Group, consisting of members from the federal and state agencies, to address comments and potential issues. Discussion from this meeting and the aforementioned comments will be used to finalize the OWP. At its April 11 meeting, the Executive Committee voted to recommend that the Board of Directors approve the final OWP.

+13. **NEARSHORE HABITAT INVENTORY** (Rob Rundle)  

SANDAG and the California Coastal Conservancy are developing a Web site that will display information on marine habitats in the San Diego region’s nearshore environment. SANDAG staff will update the Board with a PowerPoint presentation on the progress of this effort. There are numerous benefits to maintaining the Nearshore Habitat Inventory Web site, including enabling SANDAG to more efficiently implement future beach sand replenishment efforts.

**ADJOURNMENT**

GARY L. GALLEGOS  
Executive Director

**NOTE:** A Bus Tour of South County is planned in lieu of the Policy Development Board meeting on Friday, May 9, from 10:15 a.m. to 2:30 p.m. Tours of East and North County will be scheduled in the future.

+ next to an agenda item indicates an attachment.
MINUTES OF THE BOARD OF DIRECTORS MEETING
March 28, 2003

Chairman Morrison called the meeting of the SANDAG Board of Directors to order at 9:23 a.m.

Attendance was as follows:

Voting Members
City of Carlsbad ................................................................. Ramona Finnila, Councilmember
City of Chula Vista ................................................................. Steve Padilla, Mayor
City of Coronado ................................................................. Phil Monroe, Mayor Pro Tem
City of Del Mar ................................................................. Crystal Crawford, Councilmember
City of El Cajon ................................................................. Mark Lewis, Mayor
City of Encinitas ................................................................. Christy Guerin, Councilmember
City of Escondido ................................................................. Lori Holt Pfeiler, Mayor
City of Imperial Beach ........................................................ Patricia McCoy, Councilmember
City of La Mesa ................................................................. Art Madrid, Mayor
City of Lemon Grove ........................................................ Mary Teresa Sessom, Mayor
City of National City ........................................................ Ron Morrison, Councilmember
City of Oceanside .............................................................. Jack Feller, Councilmember
City of Poway ................................................................. Mickey Cafagna, Mayor
City of San Diego A ........................................................ Absent
City of San Diego B ............................................................. Jim Madaffer, Councilmember
City of San Marcos .......................................................... Corky Smith, Mayor
City of Santee ................................................................. Hal Ryan, Vice Mayor
City of Solana Beach ........................................................ Joe Kellejian, Councilmember
City of Vista ................................................................. Morris Vance, Mayor
County of San Diego ........................................................ Greg Cox, Supervisor

Advisory Liaison Members
County of Imperial Hon. Victor Carrillo, Supervisor
Department of Transportation Gene Pound, Chief Deputy Director
U.S. Department of Defense CAPT Christopher Schanze
Mexico Hon. Javier DeLeon Diaz, Deputy Consul
San Diego Unified Port District Jess Van Deventer, Commissioner
San Diego County Water Authority Absent
Metropolitan Transit Development Board Leon Williams, Chair
North San Diego County Transit Development Board Hon. Judy Ritter, Chair
Chairman Morrison requested that there be a moment of silence in observance of the US troops at war in Iraq. He then welcomed and introduced Supervisor Carrillo, representative for Imperial County, to the meeting.

1. MINUTES OF THE FEBRUARY 28, 2003 BOARD MEETING (APPROVE)

    Action: Poway – Imperial Beach. A motion and second was made to approve the minutes of the February 28, 2003 Board of Directors meeting. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Absent – 2 (Lemon Grove, San Diego – A).

2. ADDITIONS AND DELETIONS

    None.

CONSENT ITEMS (3 through 6)

3. DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

   A. EXECUTIVE COMMITTEE MEETING (March 14, 2003)
   B. TRANSPORTATION COMMITTEE MEETING (March 21, 2003)
   C. REGIONAL PLANNING COMMITTEE MEETING (March 7, 2003)
   D. BORDERS COMMITTEE MEETING (March 21, 2003)

4. LOCAL TECHNICAL ASSISTANCE (LTA) PROGRAM PROJECT REQUIRING MORE THAN $1,000 OR THREE DAYS STAFF TIME (INFORMATION)

5. REPORT FROM CONFERENCES

   A. REPORT ON AMERICAN PUBLIC TRANSPORTATION ASSOCIATION (APTA) CONFERENCE
   B. REPORT ON NATIONAL ASSOCIATION OF REGIONAL COUNCILS (NARC) CONFERENCE
   C. REPORT ON ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS (AMPO) CONFERENCE

6. PROGRESS REPORT ON TRANSPORTATION PROJECTS

    Action: Encinitas - Carlsbad. A motion and second was made to approve Consent Items 3 through 6. Yes – 19. No – 0. Absent (San Diego – A).
7. **PUBLIC COMMENTS/COMMUNICATIONS**

Pedro Orso-Delgado (Caltrans) commented that yesterday, the FHWA approved the environmental document for the I-15 Managed Lanes project. He commented that this action was a major milestone for the region and thanked everyone involved for their efforts. He added that a portion of this project will go before the California Transportation Committee in April 2003 for funding. The groundbreaking ceremony for this project should take place late Summer or early Fall.

---

8. **CHAIR’S REPORT**

8. **STATE ROUTE 125 RIBBON CUTTING – MAY 3 (INFORMATION)**

Chairman Morrison announced that there will be a Ribbon Cutting ceremony for the opening of a new section of State Route 125. This new section will open SR 125 from SR 52 in Santee to SR 54 in National City. The Ceremony, which is being hosted by the City of San Diego, Caltrans and SANDAG, will begin at 11:00 a.m. He suggested that all Board members save the date – invitations will be forthcoming. The Chairman noted that this event will mark the completion of another TransNet funded highway project.

---

9. **REPORTS**

9. **LEGISLATIVE UPDATE: AB 361 (KEHOE) – CONSOLIDATED TRANSPORTATION AGENCY (INFORMATION)**

At the last meeting, the Board reviewed AB 361 (Kehoe), which deals with follow-up to the consolidation bill, SB 1703 (Peace). AB 361 addresses the Regional Comprehensive Plan and will include a public vote on governance. The Board agreed to work out a consensus view on this proposal with Assemblymember Kehoe and directed the Chairman to appoint an Ad Hoc Working Group for this purpose. A Group has been appointed and will hold its first meeting after today’s Board meeting and will meet again on April 4, 2003, with the Assemblymember, to discuss the Ad Hoc Working Group’s recommendations and negotiate a strategy and proposal. Members of the Group are: Mayor Lori Holt Pfeiler (City of Escondido); Councilmember Crystal Crawford (City of Del Mar); Mayor Steve Padilla (City of Chula Vista); Councilmember Jim Madaffer (City of San Diego); Councilmember Ron Morrison (City of National City); Mayor Mickey Cafagna (City of Poway); and Mayor Art Madrid (City of La Mesa). The bill will be heard in the Assembly Transportation Committee on April 7, 2003. The Board will be updated on the Ad Hoc Working Group’s progress.

---


Councilmember Kellejian, Chair of SANDAG’s Transportation Committee, noted that the 2030 Regional Transportation Plan (RTP), MOBILITY 2030, is the product of collaboration between SANDAG and its partners: all 18 Cities and the County, MTDB, NCTD, and Caltrans. A 2030 RTP Working Group, consisting of representatives from community,
environmental, economic development, and building interests, also assisted in the Plan’s development. MOBILITY 2030 reflects the results of an extensive public outreach and involvement effort including: 30 community events featuring SANDAG’s transportation “Road Show;” Board summit with tribal governments; 40 presentations to local agencies and interest groups; a public hearing and three public workshops; a dedicated RTP Web site; and radio, TV, print, and outdoor ads.

Staff explained four handouts to the Board that were distributed to them at the meeting.

Public Comment

Pat Partin, from the North County Economic Development Corporation, urged the Board to include the widening of State Route 76 from Melrose Drive to I-15 in all financial scenarios of the RTP.

Councilmember Kellejian requested that the SANDAG Executive Director respond to Ms. Partin’s concerns. SANDAG Executive Director noted that the SR 76 project is split into two segments. The segment from Melrose Drive to Mission Road is included in the Revenue Constrained Plan of the RTP and Caltrans is currently working on the environmental document for that segment. The second segment from Mission Road to the I-15 is included in the Mobility Plan (Reasonably Expected Revenue scenario) and also is a high priority. However, this second segment was not included in the Revenue Constrained Plan because it faces a host of environmental challenges and would have delayed the completion of the Melrose Drive to Mission Road segment.

Eric Bowlby, representing the Sierra Club, acknowledged that there are not enough funds to do what is needed to solve all the region’s current and future transportation problems. He encouraged the SANDAG Board to focus the funds on building a strong public transit system in the metropolitan area of the region.

Duncan McFetridge, representing Save Our Forests and Ranchlands (SOFAR), requested the Board not adopt the Environmental Impact Report (EIR) for the 2030 RTP and suggested that, at a minimum, the Board postpone its decision until further investigation. He provided the Board with a PowerPoint presentation which highlighted the SOFAR’s concerns with the EIR. He stated that auto-based transportation should not be funded and that he supported more funding toward an improved public transit system.

Catherine Engberg, an attorney from Shute, Mihaly & Weinberger representing SOFAR, stated that while she understands that the RTP environmental document is a program level EIR, SANDAG also should analyze project specific and cumulative impacts that are reasonably foreseeable. She requested that SANDAG provide analysis that complies with CEQA.

Councilmember Kellejian asked if SOFAR had submitted its comments within the 45-day public review period for the EIR. Ms. Engberg responded no. She stated that their letter was submitted on March 17, 2003.

Vice Chairman Cafagna indicated that this Plan incorporates improvements to existing corridors to allow for an improved public transportation system.
Mayor Smith (San Marcos) asked if the CEQA guidelines are followed when EIR’s are being conducted. General Counsel responded yes.

Craig Benedetto, representing the Alliance for Habitat Conservation, encouraged the Board to certify the EIR and adopt MOBILITY 2030. He stated that it is a balanced plan that addresses all modal components and needs, and is aimed at guiding growth to appropriate areas of the region.

Councilmember Crawford requested information on the Alliance for Habitat Conservation. Mr. Benedetto replied that the Alliance was formed in 1989 by large land owners in the region to address regional species/habitat preservation needs. His organization has been working for the past 14 years to advance the Multiple Species Conservation Plan.

Jan Cortez, of the American Lung Association, noted that the American Lung Association has read the letter submitted to the Board by SOFAR and agrees with their conclusion that the Draft EIR for the RTP is inadequate. She urged the Board to delay further consideration of the Plan until a revised EIR is prepared that provides more analysis of the Plan’s air quality impacts.

Diane Nygaard, a resident of Oceanside, indicated that she had three questions that she wanted answered before the Board adopted the 2030 RTP: (1) how was the environment considered when evaluating proposed roadway projects; (2) what public input went into the Plan’s development; and (3) how were SANDAG’s habitat conservation and roadway planning efforts coordinated. She added that until the Board can assure that regional plans for roads and habitat conservation are integrated, the 2030 RTP should not be approved.

Councilmember Feller asked staff for clarification about whether the I-5/SR 78 interchange was included in the Plan and about the “defederalization” of the Melrose Drive in Vista. Staff responded that the I-5/SR 78 interchange is included in the Mobility Plan. Regarding the Melrose Drive project, there was an agreement between the Cities of Vista and Carlsbad to evenly swap federal funding for local funding for the project.

Theresa Quiroz, a San Diego resident, requested that the discussion of disabled transportation issues be expanded in the Plan.

Mayor Madrid (La Mesa) asked if Ms. Quiroz represents a specific organization. Ms. Quiroz responded that she represents herself.

John Joliffe, President of the Otay Mesa Chamber of Commerce and the Chief Executive Officer (CEO) of Casas International Brokerage, stated that the Otay Mesa Chamber is in favor of this RTP and strongly recommended that the Board support this Plan.

Karen King, Executive Director of the North San Diego County Transit Development Board (NCTD), thanked the SANDAG Board for making the tough decisions for the region. She mentioned that the NCTD Board supports adoption of the Plan, which implements the Regional Transit Vision, was developed with
extensive stakeholder and public involvement, and which was based on evaluation
criteria to prioritize the recommended improvements.

Clive Richard, a San Diego resident, noted that he is a strong advocate of quality
transportation and is in support of the Plan because it keeps to a vision. He urged
the Board to move forward with implementation.

Brad Barnum, representing the Associated General Contractors (AGC), on behalf of
the AGC and the San Diego Regional Chamber of Commerce, urged the Board to
adopt the RTP. The Plan helps fulfill one of the core values of the Regional
Comprehensive Plan (RCP) to provide more transportation choices to the region’s
residents.

George Boggs, a citizen of Ramona, urged the Board to move forward with the
RTP. He stated that he supports the Plan, including the proposed widening of
SR 67.

Patrick Uriell, of the Ramona Planning Group, noted that the Ramona Planning
Group is in support of the 2030 RTP along with the proposed improvements to SR
67. He stated that the widening of SR 67 is needed now to support the travel
demand of Ramona’s existing population.

Lynne Baker, Smart Growth Project Manager for the Endangered Habitats League
(EHL), stated that the EHL is committed to working with communities, agencies,
and individuals on regional infrastructure needs. She commented that it is
fundamental to advance an innovative mobility system with sustainable land uses
and realistic and adequate financing, of which the RTP is a key element. She
concluded that it is time for this region to turn inward and direct its energy and
resources towards making the existing communities better, more interesting, and
more livable.

Leon Williams (MTDB) pointed out that the MTDB Board and staff support this Plan
because it recognizes MTDB’s high priority projects. He added that based on the issues
that this region faces, it is a well-balanced Plan.

Mayor Pro Tem Monroe (Coronado) suggested that the speaker’s comments regarding the
disabled community be addressed in the next update of the Plan. He stated that the 2030
RTP was a great Plan, and that doing nothing would only make our transportation
conditions worse.

Councilmember Kellejian commented that SANDAG’s Transportation Committee, as well
as the Joint Committee on Regional Transportation (JCRT), urge the approval of the EIR
and the Plan. He stated that contrary to some of the comments made today, the 2030 RTP
is in fact focused on building a high quality public transit system and providing more
travel choices for the region.

Mayor Pro Tem Finnila (Carlsbad) asked for an explanation of what a program level EIR is
and how the new Environmental Protection Agency (EPA) air quality emissions model
affects this document. General Counsel stated that a program level EIR is different than a
project level EIR in terms of the specificity that is required on issues to be addressed. An
argument can always be made that there has not been enough analysis or enough detail when preparing an EIR.

Staff noted that the air quality analysis using EPA’s air quality emissions model shows that with the Project, air quality emissions in 2030 are significantly reduced compared to levels today. In all EIR alternatives, air quality will get better over time.

Councilmember Crawford (Del Mar) asked for a response regarding the statement in the SOFAR letter, “that even a program level EIR should include analysis of reasonably foreseeable project level impacts.” General Counsel noted that she did not have any additional comments beyond the written responses that have been prepared.

Councilmember Crawford questioned if there are legal cases that would support the SOFAR position with regard to the project specific analysis that they are alleging should have been present in this program level EIR. General Counsel responded that there are cases where programmatic EIRs can be challenged for not enough detail or analysis. The written responses indicate that staff feels there is enough analysis and detail provided, and that all issues have been addressed in the EIR.

Councilmember Crawford stated that assuming that SOFAR is correct, how could the Board address and/or correct the alleged deficiencies. General Counsel stated that the Board should consider directing staff to meet with SOFAR to discuss where additional analysis should occur and to report back to the Board.

Chairman Morrison suggested that if the Board moves forward with this issue today, they could direct staff to meet with SOFAR immediately to address their issues and concerns.

Vice Chairman Cafagna pointed out that this is a transit oriented Plan and directed the Board to look at the Revenue Constrained Plan in which more than half of the proposed capital expenditures are for improvements needed for public transit.

Mayor Madrid (La Mesa) stated that he did not appreciate the first speaker’s comments about not supporting a TransNet extension if SR 76 is not widened. He noted that environmental issues with the Mission Road to I-15 segment must be addressed before the full project can be included in the Revenue Constrained Plan. He stated that he supports the Plan, but shares Councilmember Crawford’s concerns and supports working with SOFAR to address their issues with the next Plan update. He also noted that addressing peak period demand is important, and that the region’s employers need to cooperate in changing employee work hours and implementing teleworking.

Supervisor Cox (County of San Diego) agreed with Mayor Madrid’s comments. He noted that it would have been more helpful if SOFAR had submitted its comments in a timely manner and within the time frame that had been set in order to make the RTP process more productive. He pointed out that this is a regional Plan which has the best interests of the region in mind and suggested that the Board move forward with the Plan’s adoption.

Councilmember Kellejian (Solana Beach) made the motion to approve the staff recommendation.

Mayor Pro Tem Monroe (Coronado) seconded the motion.
Councilmember McCoy (Imperial Beach) stated that she is concerned with the issues raised about the discussion of cumulative impacts in the EIR. However, she is encouraged that staff will be working to resolve the issues raised. She stated that biological diversity is one of the San Diego region’s critical resources.

Councilmember Kellejian noted that his motion includes the recommendation to work with SOFAR to address the issues raised with the EIR.

Mayor Padilla (Chula Vista) read comments from a letter from the Chula Vista City Manager dated March 26, 2003. The letter included appreciation to the SANDAG Director of Transportation and staff in developing the 2030 RTP, for revising the Plan to include additional lanes at the I-805/SR 54 interchange on the list of “hot spots,” and noting that the I-5 high occupancy vehicle (HOV) lanes would be included in the 2011 to 2020 timeframe. It is the City of Chula Vista’s position that some consideration should be given, if and when the TransNet extension is passed, to bonding for specific transportation projects in the South County area in order to expedite the implementation of those infrastructure projects. He added that the City Council supported completing the proposed regional study to prioritize rail grade separations prior to the TransNet extension, in order to address critical grade separation needs for the Trolley at E and H Streets. In addition, the Board should be mindful when allocating regional transportation funding and should consider areas that have funded projects with toll revenues.

Councilmember Crawford announced to the Board that the City of Del Mar currently works with attorneys representing SOFAR. She expressed concern that the letter from SOFAR was received after the end of the public review period and stated that she is uncomfortable with the issues before her and will be abstaining during the vote.

Councilmember Feller (Oceanside) requested that the SR 76 project remain high on SANDAG’s priority list of projects. He mentioned that the Board needs to remain diligent in developing alternative modes of transportation and improving the region’s major transportation corridors. He added that the senior transportation issues also are important and need to be considered.

Councilmember Guerin (Encinitas) stated that it is critical for the Board to remember the balance between the projected population and future transportation needs. She noted that a lot of work has gone into this Plan over a long period of time, and she feels comfortable the way in which the environmental issues were addressed in the EIR.

Chairman Morrison noted that the 2030 RTP is a 27-year document and is required to be updated every three years. He mentioned that once the 2030 RTP is adopted, staff will soon begin working on the next Plan update.

**Action:** Solana Beach - Coronado. A motion and second was made to approve Resolution 2003-26 certifying the Final Environmental Impact Report for the 2030 Regional Transportation Plan (RTP), and adopting the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; find the 2030 RTP Revenue Constrained Plan and the 2002 Regional Transportation Improvement Program in conformance with the State Implementation Plan for air quality; and approve Resolution 2003-27 adopting the 2030 RTP. In addition, the Board voted to continue to work with
SOFAR to address the EIR concerns raised. Yes – 17 (weighted vote, 98%). No – 0 (weighted vote, 0%). Abstain – 2 (Del Mar, Lemon Grove). Absent – San Diego – A.

11. MULTIPLE HABITAT CONSERVATION PROGRAM (MHCP) - FINAL PLAN AND FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR) (Resolutions 2003-29 and 2003-30) (APPROVE)

Colleen O’Harra, Chair of the Multiple Habitat Conservation Program (MHCP) Committee, noted that she has been before the Board numerous times over the past ten years providing progress reports on this issue and appears before the Board today to present the MHCP Final Plan and Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The Board is being requested to certify the EIR and adopt the MHCP plan. The MHCP is a framework plan that will allow each of the seven north county cities to negotiate an implementing agreement with the wildlife agencies for its subarea plan which will then transfer take authority to each individual city. The Plan has been developed using a professional project team, with input from a 50-member advisory committee and an elected officials committee made up of representatives of all affected seven north county cities. The MHCP is a comprehensive multiple jurisdictional planning program designed to create, manage and monitor an ecosystem preserve in northwestern San Diego County and encompasses the seven incorporated cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The Plan is one of several large multiple jurisdictional habitat planning efforts in San Diego County each of which constitutes a subregional plan under the State of California’s Natural Community Conservation Planning Act. She provided the Board with a PowerPoint presentation highlighting and explaining why the MHCP is important to the region.

Staff highlighted changes to the Board report at the Board Members’ places. This included a memo regarding an Errata Sheet to the Final EIR, related to information on County owned lands shown in tables, figures and maps, and a change in the Mitigation and Monitoring Reporting Program as it relates to the City of San Marcos. Also, provided was a revised Resolution 2003-29 with clarification concerning County owned lands.

Gary Gallegos indicated that a letter from Consultant Collaborative regarding this item has also been provided to the Board for the record.

Public Comment

Andy Mauro, representing the Buena Vista Audubon Society speaking on behalf of the North County Open Space Coalition, which include the Buena Vista Audubon Society, California Native Plants Society, Elfin Forest/Harmony Grove Town Council, Escondido Citizens Ecology Committee, Friends of Sarah De Los Posas, Friends of Daly Ranch, Harmony Grove/Eaton Valley Citizens Group, National Wildlife Federation, Preserve Calavera, San Diego and Palomar Audubon Societies, San Diego League of Women Voters, San Elijo Lagoon Conservancy and the Sierra Club. He noted that the Coalition’s one simple desire is to save the remaining sensitive species and their habitats in North San Diego County. The Coalition supports regional habitat conservation planning and urged the Board to move forward with the approval of the Plan.

Mary Clarke, representing the Sierra Club, urged the Board, upon adoption of the Plan, to turn its attention to the establishment of a regional funding program and
to direct staff to work to identify and secure funding sources as quickly as possible – adequate funding is critical to the success of the MHCP.

Diane Nygaard, of Preserve Calavera, stated that without real monitoring enforcement this Plan is just a thick pile of paper. If the public is going to be asked to pay for the implementation of the subarea plans, than the public needs to be included in a meaningful way, in the planning process. The North County Open Space Coalition looks forward to working with all of the stakeholders to implement conservation planning.

Brad Roth, with the Connolly Creek Conservancy, suggested that the Board look ahead to see what open space needs will be in the future.

Lynne Baker, representing the Endangered Habitats League (EHL), noted that the EHL supports the document and its adoption. The EHL requested that the various subarea plans be more consistent with one another and asked the Board to direct staff to begin working on regional funding sources.

Eric Anderson, from the Farm Bureau, complimented SANDAG’s commitment and tenacity in bringing this plan forward. He commented that adequate CEQA analysis of all the agricultural impacts of this plan must continue as the cities go about implementing the Plan. He concluded that the MHCP is not a stand alone document, funding and coordination issues still need to be resolved.

Isabelle Kay, representative for the UCSD Natural Reserve System and Manager for the Dawson/Los Manos Canyon Reserve and the Watershed of the Agua Hedionda Creek, stated that there needs to be a better preservation design in the immediate vicinity of the Dawson Reserve. She supports continued efforts of SANDAG to work in monitoring overall progress of preserve assembly and hope this will happen on a watershed wide basis in order to fully understand the ecosystem impacts on preservation of their functionality.

Craig Benedetto, representing the Alliance for Habitat Conservation, supports the staff recommendation. He noted that the Board needs to work on a regional funding plan to ensure the long-term viability of the permits. He urged the Board to adopt this plan today.

Jim Whalen, of Jim Whalen and Associates, noted that he supports adoption and certification of the EIR and the Plan.

Bill Tippetts, Deputy Regional Manager and Environmental Program Manager of the South Coast Region of the California Department of Fish and Game, commended all of those that have been tenacious in moving this project forward. He noted that the Department of Fish and Game supports the MHCP and recommends that the Board certify the EIR.

Lee Ann Carranza, representing the U.S. Fish and Wildlife Service in Carlsbad, requested that the Board certify the EIR today.

Chairman Morrison noted that this item will be postponed for 10 minutes to allow the project team to address new issues brought up by the speakers and the letter from

Councilmember Kellejian, Chair of SANDAG’s Transportation Committee, noted that the 2002 Regional Transportation Improvement Program is the five-year program of major transportation projects in the San Diego region. SANDAG has received requests for changes and additions to projects from various agencies. The Board has delegated the approval authority for RTIP amendments to the Transportation Committee. Because the air quality analysis for this amendment is based on the regional emissions analysis used for the 2030 Regional Transportation Plan, action on this amendment cannot take place until after the Board adopts the 2030 RTP. In order to respond to the requests for amendments from the local agencies in a timely manner, this amendment is scheduled for today rather than waiting until the April 18th Transportation Committee meeting for approval. With the Board’s adoption of the 2030 RTP, including its finding of air quality conformity for both the 2030 RTP and the 2002 RTIP, the Board can now consider Amendment No. 6 to the 2002 RTIP. The Transportation Committee recommended that the Board approve this amendment.

**Action:** Poway – County of San Diego. A motion and second was made to approve Resolution 2002-28 approving Amendment No. 6 for various additions and revisions as shown in Table 1 of the staff report. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Absent – San Diego – A.

13. **FY 2004 PRELIMINARY PROGRAM BUDGET (ADOPT)**

Vice Chair Cafagna reported that SANDAG’s interim Bylaws require that the Board approve a preliminary Budget prior to April 1st each year. The Preliminary Budget is based on work outlined in the draft Overall Work Program approved for distribution by the Board last month. The Executive Committee reviewed the budget at its March 14th meeting and recommended adoption. The Preliminary Budget is estimated at $263 million. 92% or $240 million is pass-through to other agencies, such as TransNet funds, or funds contracted out for projects such as TDM, I-15 Value pricing, and Freeway Service Patrol. The FY 2004 Budget consists of 112 projects this year vs. 88 projects last year. Also, 18 additional staff. Both reflections of initial consolidation of programming and planning responsibilities from the transit agencies as per SB 1703. An amendment at mid-year, after the next phase of transition is planned, will include project development and constructions projects being transferred to SANDAG. The Executive Committee recommends the adoption of FY 2004 Preliminary Budget, and also recommends approval to allow the Executive Director to begin implementation of the proposed management organization for SANDAG as the consolidated agency.

Supervisor Cox (County of San Diego) requested a quarterly status report on the merging of the positions and a reduction and/or holding the line regarding positions at all three agencies.

Mayor Pro Tem Monroe (Coronado) pointed out that reduction in staff may happen at the Transit and trolley levels as well and should be considered.
Vice Mayor Ryan (Santee) suggested that the Board look at the consolidation in the long-term because it may take a while before a reduction in staff is recognized.

Vice Chairman Cafagna made the motion to approve the staff recommendation.

Mayor Holt Pfeiler seconded the motion.

**Action:** Poway - Escondido. A motion and second was made to adopt the FY 2004 Preliminary Program Budget, including the budget for the San Diego County Regional Transportation Commission, as the preliminary expenditure plan to carry forward the regional planning program for FY 2004; and approve the implementation of the proposed management organization for the consolidated agency by the Executive Director. Yes - 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Absent – San Diego - A.

14. **PROGRESS REPORT ON THE REGIONAL COMPREHENSIVE PLAN (RCP) (INFORMATION)**

This item was postponed and will be addressed at the April 25, 2003 meeting.


Staff noted that part of the CEQA certification process states that any comments made by the public regarding the adequacy of the EIR needs to be responded to so the responses are part of the public record. There are four responses to comments that need to be read into the record.

1. The letter received from Consultants Collaborative as it pertains to the 33-acre property in the City of San Marcos.

   “This project is not part of the MHCP, it is what we call a major amendment area. If they want to participate in the program, they need to amend themselves into the program. Their concern is with the Narrow Indemic Policy. They are stating that the Policy does not allow for the economic use of the property. This is not true. The Narrow Indemic Policy does not impact the economic use of the property. In fact, if the MHCP is adopted and the City of San Marcos moves ahead with its subarea plan in an implementing agreement, it will give the City more land use discretion to work with their individual property owners through the MHCP process. The EIR concluded that there are certain land use inconsistencies and significant impacts require mitigation, in which it has been incorporated into the EIR therefore the EIR is adequately addressed in the implementation policy for Narrow Indemics.”

2. Issue raised by Brad Roth, from the Cottonwood Creek Conservancy.

   “The EIR did address the issue of water quality in section 7.6 of the Plan. The conclusion of the EIR is that there are no cumulative impacts to watersheds.”

3. Issue raised by Isabelle Kay of UCSD.
“The EIR is a framework document, addressing framework issues. The particular comment is addressing a project and the compatibility of the project with adjacent projects. This is a subarea plan issue. In this case the City of Carlsbad. It will be analyzed further within the subarea plan in the City of Carlsbad. Each project is required to undergo an individual CEQA process as it moves forward. Therefore the program framework document, the EIR, remains as adequately addressed.”

4. Letter received by Mr. Thume during the EIR Public Comment Period.

“His comment letter addressed concerns regarding watersheds. All of his comments were addressed in the final EIR/EIS. Therefore, based upon his comments, the document is adequate.”

Councilmember Kellejian (Solana Beach) commented that he represented the City of Solana Beach on the elected officials committee for the MHCP. He indicated that this is a giant step forward for North County and strongly recommends approval of the resolutions before the Board.

Supervisor Cox (County of San Diego) thanked the SANDAG staff for working with the County staff in resolving concerns that the County had. He added that what is before the Board today is the beginning of a process, but is definitely the right thing to do.

Mayor Madrid (La Mesa) commented that that a speaker mentioned earlier that the TransNet extension should provide funding for this project. He noted that he is prepared to vote no on this issue unless it has been made clear that the TransNet extension is for transportation projects only and that no side deals are being made.

Staff assured the Mayor that there are no side deals and added that the Board has discussed the fact that transportation projects have mitigations costs associated with them and that using TransNet funding could be an option to be considered. He added that the Board needs to determine that when putting an expenditure plan together.

Mayor Smith (San Marcos) clarified that he is not happy with the environmentalists right now because every time that they agree on something, they come back wanting something else. He commended the efforts of the MHCP Committee on moving this project forward. He asked if a minimum/maximum percentage can be set for property owner liability. If that can be done, he can support this issue.

Vice Chairman Cafagna stated that he would be remiss if he didn’t note that the City of Poway has approved the Habitat Conservation Plan. He made the motion to approve the staff recommendation.

Mayor Pro Tem Finnila (Carlsbad) seconded the motion.

Councilmember Guerin (Encinitas) noted that what is important with this issue is that in order to receive regional funding, there needs to be a regional plan. She noted that the City of Encinitas supports this issue.

Mayor Holt Pfeiler (Escondido) stated that this plan has been worked on over the past 10 years.
Mayor Pro Tem Monroe (Coronado) asked if regional funding sources means that all cities will participate in the payment of this issue. He mentioned that if this is to be a true regional issue, all cities in the region should help pay for it.

Councilmember Feller (Oceanside) noted that the unfunded mandates make the individual cities uncomfortable with this project. He suggested that the U.S. Fish and Wildlife Service and the Department of Fish and Game help fund this project.

Vice Mayor Ryan (Santee) commented that the City of Santee is moving forward with its adoption of its MSCP. He thanked the resource agencies for their role in the project and for attending the meeting and sharing their comments.

Mayor Pro Tem Finnila (Carlsbad) stated that when landowners were approached, they were dealt with on a case-by-case basis. She stated that the most difficult issue over the past 10 years was to get the USFWS, CDF&G and the Coastal Commission to understand that there is an economic factor associated with land conservation. She noted that the City of San Marcos has been instrumental in moving this project forward and urged Mayor Smith to consider his City’s efforts regarding land conservation. Mayor Pro Tem Finnila highlighted the effort that was put into this project and urged all Board members to support this issue.

Mayor Smith (San Marcos) asked what will happen if this project doesn’t work. Staff stated that each City has to develop its own subarea plan based on the framework developed by this project. If the jurisdiction cannot come to terms, it can come back to the Board to receive assistance.

Staff added that it is important to note that there are several ways to acquire land that has been identified in the preserve: (1) by zoning; and (2) by acquiring the property. The state is currently proposing to move forward, through a bond act, to pay the property owner fair market value for land acquisition.

Action: Poway - Carlsbad. A motion and second was made to approve resolution 2003-29 certifying the Final Environmental Impact Report for the Multiple Habitat Conservation Program (MHCP), and adopting the Findings and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program; and approve resolution 2003-30 adopting the MHCP Final Plan. Yes - 18 (weighted vote, 100%). No - 0 (weighted vote, 0%). Absent - San Diego - A, San Diego - B.

Chairman Morrison thanked all parties involved for their efforts while working on the MHCP.

ADDITIONAL COMMENTS

Chairman Morrison announced that there will not be a Policy Development Board meeting held on Friday, April, 11, 2003. He noted that the Ad Hoc Working Groups on AB 361 and Transition will meet immediately following today’s meeting.

ADJOURNMENT - 12:56 p.m.
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
Meeting of April 11, 2003

Vice Chairman Mickey Cafagna (North County Inland) called to order the Executive Committee meeting. Committee members in attendance were Hal Ryan (East County), Greg Cox (County of San Diego), and alternates Christy Guerin (North County Coastal), Jim Madafer (City of San Diego), and Art Madrid (East County).

1. PUBLIC COMMUNICATIONS/COMMENTS

SANDAG Executive Director announced that the Federal Government has notified SANDAG that the 2030 Mobility Regional Transportation Plan has been found in compliance with the air conformity regulations.

REPORTS

2. LEGISLATIVE UPDATE:

A. AB 361 (KEHOE): REGIONAL COMPREHENSIVE PLAN (SUPPORT IF AMENDED)

Vice Chairman Cafagna noted that the Ad Hoc Working Group on AB 361 has met two times. The first meeting was to discuss whether or not SANDAG could support the bill – it was determined that SANDAG could support the bill with amendments. The second meeting of the Ad Hoc Group was to discuss the amendments with Assemblymember Kehoe. A letter which included SANDAG’s proposed amendments was drafted and sent to the Assemblymember prior to the bill being heard in the Assembly Transportation Committee on April 7, 2003. During the hearing, the need for a directly elected governing board and a public vote was brought up. Assemblymember Kehoe testified that the bill has been supported by the League of Cities, the League of Women Voters, Supervisor Ron Roberts, the Quality of Life Coalition and the San Diego County Water Authority. Assemblymember Kehoe commented that the bill still has a ways to go and expressed concern with adjusting the timing of the LAO report, as SANDAG has suggested. Councilmember Kellejian indicated he testified before the Committee that the elected officials in the region are busy implementing SB 1703 and introducing the bill at this time could present some challenges in this effort, as well as in passing a TransNet extension. The
bill passed the Committee without opposition, 15-0. The bill is tentatively scheduled to be heard in the Assembly Local Government Committee on April 30, 2003.

Executive Committee members expressed concern that this bill is untimely and premature, given the fact that SB 1703 has not fully been implemented. Passing this bill now is not allowing the current legislation to work and the bill should be discussed after the LAO issues its report in December 2004. It was noted that the meeting between Assemblymember Kehoe and the Ad Hoc Working Group on AB 361 was positive and the Assemblymember was in concurrence with all of SANDAG’s concerns. Committee members stressed the importance to keep a working relationship with the Assemblymember and indicated the willingness to support a bill, as long as it doesn’t interfere with the region’s current work.

Action: The Executive Committee voted to oppose AB 361, unless amended, and to put this item on the April 25, 2003 Board of Directors agenda for action.

B. SALES TAX AND RELATED TRANSPORTATION LEGISLATION (PENDING)

Councilmember Joe Kellejian, Chair of SANDAG’s Transportation Committee, and Mayor Lori Holt Pfeifer attended the Self-Help Counties Coalition meeting and Lobby Day in Sacramento on Tuesday, April 8, 2003. The meeting started with an overview of critical transportation issues for 2003 and included a recap of the following bills.

ACA 7 (Dutra): Changes the voter threshold for transportation sales tax measures to 55%.
ACA 9 (Levine): Flip flop. 2/3 vote for general taxes, majority vote for special taxes.
ACA 11 (Levine): Majority vote for local government GO bonds for general types of infrastructure including transportation.
ACA 14 (Steinberg): Majority vote for special tax to fund quality of life projects including transportation.
SCA 2 (Torlakson): Changes the voter threshold for transportation/smart growth sales tax measures to majority vote.
SCA 11 (Alarcon): Majority vote for local government GO bonds for some infrastructure including transportation.

During the Self-Help Counties meeting, there was a discussion to protect Proposition 42 which is a dedicated sales tax on gasoline for transportation purposes. The Governor is proposing to take $1.7 billion in Proposition 42 monies to aid the General Fund. This action would delay and cause the cancellation of some transportation projects. There also was discussion on requiring any transportation monies loaned out to be repaid with interest. A discussion on truck weight fee problems was held. Last year, the legislature passed a change in the way the trucking weight fees were calculated. This change was billed as revenue neutral but has reduced transportation revenues by millions of dollars.

In association with Lobby Day, visits were made with Assemblymembers Horton, Plescia, Bates and Wyland. All the Assemblymembers thanked SANDAG for keeping them up to date on regional issues and working with them during the State budget crisis. While they all acknowledged the need for transportation projects in the region, they stressed difficulty in lowering the threshold to 55%.
C. SB 491 AND SB 492 (DUCHENY): HOUSING ELEMENTS (INFORMATION)

The Executive Committee was updated on two housing element-related bills authored by Senator Denise Ducheny and sponsored by SANDAG: SB 491 and SB 492. SB 491 proposes a twelve-month extension of the housing element due date for the San Diego region. SB 492 was introduced as a legislative vehicle to address issues related to SANDAG’s self-certification pilot program. SANDAG is interested in extending the sunset date of the pilot program to allow it to operate for an additional 5-year housing element cycle (which would allow self-certification in 2009), and to grant full eligibility for all state funds and programs to jurisdictions that self-certify their housing elements. As discussed at the February and March meetings, the Executive Committee agreed to consider making changes to the self-certification process to improve it and make it more effective, such as tying it to the Regional Comprehensive Plan (RCP) and improved monitoring.

Mayor Lori Holt Pfeiler (Escondido). Councilmember Kellejian (Solana Beach) and SANDAG staff met with representatives from the Department of Housing and Community Development (HCD) on April 8, 2003 to discuss the self-certification process. HCD representatives expressed a number of concerns about the self-certification process, and noted that they may be convening a working group to work on housing element reform issues. They also stated their willingness to participate in discussions about SB 492. SANDAG staff also met with several housing advocates in Sacramento who also expressed skepticism about the pilot program.

The Executive Committee discussed: providing more information regarding our production of housing and changes to general plans; the need to recognize various types of affordable housing including rental assistance; strengthening self-certification by linking it to the RCP; and the potential for self-certification to incentivize the provision of housing. Staff recommended forwarding a letter expressing SANDAG’s interest in being involved in HCD’s housing element reform discussions. Staff will continue to work with the various interested parties on ways to improve the pilot program. The Executive Committee will be kept informed on the status of the bills.

3. STATUS REPORT: CONSOLIDATION OF THE AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM (ARJIS) INTO SANDAG (DISCUSSION)

ARJIS Chairman, Mayor Madrid, noted that during the creation of SB 1703 (Peace), consolidation of the Automated Regional Justice Information System (ARJIS) into SANDAG was discussed. Once again, it is proposed that ARJIS be consolidated into SANDAG and that a Policy Advisory Committee on Public Safety be added. Pam Scanlon, ARJIS Executive Director, indicated that most of the Police Chiefs have agreed to the concept and would encourage consolidation by July 1, 2003. However, very strict laws regarding building security and other pertinent issues need to be addressed prior to consolidation.

Executive Committee members agreed that the consolidation of ARJIS into SANDAG makes sense. The Executive Committee directed the SANDAG Executive and Deputy Executive Directors to attend the next few ARJIS meetings to be available to answer any questions that the Police Chiefs may have. The issue of membership on the Public Safety Policy
Advisory Committee was discussed and the Executive Committee recommended forwarding this issue as part of a transition plan to the SANDAG Board of Directors.

D. AB 1221 (CAMPBELL AND STEINBERG): THE CALIFORNIA BALANCED COMMUNITY ACT OF 2003 (COMMENT/MONITOR)

AB 1221 (Campbell and Steinberg): The California Balanced Community Act of 2003 is the latest in a growing number of proposals to reform the current state-local government fiscal relationship. Under AB 1221, each city and each county would swap, dollar for dollar, a portion of their sales tax revenue for an equal dollar amount of property tax revenue. The primary purpose of the bill is to improve the balance of service cost and revenues related to land use. AB 1221 would increase municipal revenues from residential, office and industrial land uses. At the same time, AB 1221 reduces (but would not eliminate) the surplus municipal revenue that taxable sales generating land uses contribute in excess of municipal service costs. The fiscal impacts of AB 1221 on each city and each county depend entirely on how the city or county property tax base and sales tax base will grow in the future.

In 1999, SANDAG staff prepared a proposal for state-local fiscal reform that was provided to our legislative delegation. The current version of AB 1221 is in line with the principles for state-local fiscal reform that provide the framework for SANDAG’s proposal.

In light of the renewed interest in state-local government fiscal reform, staff is proposing to meet with the City Managers and the County CAO to discuss the differences between SANDAG’s fiscal reform proposal and others, including AB 1221. The issue of Fiscal Reform is scheduled to be discussed at the June Policy Development Board meeting. Representatives from the authors of the bill, the Governor’s office, the League of California Cities and other regional organizations that have been part of the fiscal reform issue over the past 10 years will be invited to participate.

Executive Committee comments included the need to: send a strong message to Sacramento regarding this issue; the need for constitutional protection of funds; develop a plan that works for everyone; take an active/aggressive role in this issue. The Executive Committee suggested that staff also invite representatives from CSAC and California Special Districts to discuss this issue.

The following comments were recommended for transmittal:

1. Constitutional Protection and Fiscal Stability — AB 1221 is focused on improving the economic balance and stability of local jurisdictions, but does not address the more important political stability factor affecting municipal finances. The political stability of municipal finance requires constitutional protection (and possibly “unfunded mandate” reform). The most significant factor in the political instability of municipal finance in California may be the lack of local control over revenue allocation and rates. The fiscal restructuring called for in AB 1221 would not protect local government revenue from being taken by the state during stressful economic and fiscal circumstances, nor would local government be protected from unfunded mandates or revenue earmarking. The authors of AB 1221 should consider
constitutionally protecting local government revenue providing long-over due political stability.

2. **Fiscalization of Land Use** — AB 1221 would reduce the financial distortions at the root of the “fiscalization of land use” problem. However, while AB 1221 is a step in the right direction, the basic fiscalization of land use problem will remain: 1) residential and mixed use development still won’t pay its way in most areas, and 2) sales tax generating land uses will still provide more revenue than costs to cities and counties. The authors should examine additional ways to fully offset the fiscalization of land use.

3. **Encourage Regional Cooperation** — The growth in property tax revenue each city and county receives as part of the exchange is attributable to the growth in assessed value within their jurisdiction. The authors should consider ways for local jurisdictions to benefit from cooperation. The growth in revenue each jurisdiction receives could be based on the performance of the regional economy, and the allocation of revenue could encourage jurisdictions within the region to work together on growth management and economic development.

**Action**: The Executive Committee voted to approve comments for transmittal to the authors of AB 1221 and the San Diego legislative delegation, and that the Committee direct staff to monitor the bill and come back to the Executive Committee as needed.

4. **REVIEW FY 2004 OVERALL WORK PROGRAM COMMENTS (APPROVE)**

   In February, the Board authorized distribution of the draft FY 2004 Overall Work Program (OWP) to SANDAG’s member agencies and to the federal and state funding agencies for review and comment. Comments were received from the County of San Diego, the City of Imperial Beach, Caltrans District 11, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both the comments received and SANDAG’s responses to those comments were contained in the staff report. Based on the schedule established by the Intermodal Planning Group, Region 9, SANDAG staff and representatives from the FTA, FHWA and Caltrans met on Tuesday, April 8, 2003 to discuss the comments received and review the Draft FY 2004 OWP. The IPG representatives were satisfied with the prepared responses and thanked the Board and staff for their efforts in developing the OWP.

   The final OWP is scheduled for Board review and approval on April 25, 2003. Next month, the Executive Committee will review the proposed FY 2004 Final Program Budget that will be based on the final OWP. The Board will consider the final budget at its May meeting.

   **Action**: The Executive Committee voted to recommend approval of the FY 2004 Overall Work Program to the Board of Directors with the new Criminal Justice Research work elements and the changes outlined in staff’s responses to the comments received.
5. REVIEW OF DRAFT BOARD AGENDA FOR APRIL 25, 2003 (APPROVE)

Action: The Executive Committee voted unanimously to approve the draft Board agenda for April 25, 2003, with the following change.

Add: AB 361 (Kehoe): Regional Comprehensive Plan (Oppose Unless Amended) – Under Reports

ADDITIONAL COMMENTS

SANDAG Executive Director noted that it is staff’s goal to take the SANDAG Board members on a bus tour of each sub-regional area in the County to view key projects. The first bus tour, of the South Bay area, has been scheduled for Friday, May 9, 2003. The tour will last from 10:15 a.m. to 2:30 p.m. All Board members are encouraged to attend.

GARY L. GALLEGOS
Secretary
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
Meeting of April 18, 2003

The regularly scheduled meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal). Other voting Committee members in attendance were Jim Madaffer (City of San Diego), Corky Smith (North County Inland), Art Madrid (East County), Jerry Rindone (South Bay), Bob Emery (MTDB), Pia Harris-Ebert (NCTD), and Terry Johnson (San Diego County Regional Airport Authority). Also in attendance were Christy Guerin (Alternate - North County Coastal), Phil Monroe (Alternate - South Bay), Leon Williams (Alternate - MTDB), and ex-officio member Gene Pound (Caltrans).

CONSENT ITEMS

1. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS (APPROVE)

TDA provides ¼ percent of State sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. Effective January 2003, the SANDAG Board of Directors delegated the authority for review of the TDA claims process and any related TDA amendments to the Transportation Committee. The Committee reviewed three claim amendments as summarized below:

1. TDA Fiscal Audit Claim Adjustments (two revisions) - An adjustment for the North County Transit District based on the required fiscal audit for the year ending June 30, 2002, and an adjustment for the American Red Cross based on the audit for the six months ending December 31, 2002.

2. FY 2003 - Metropolitan Transit Development Board (MTDB) TDA Claim Amendments: Revised allocations for three FY 2003 claims related to the Divestiture Agreement between MTDB and the County of San Diego.

3. FY 2003 - City of Chula Vista Claim Amendment: An increase of $35,000 to a previous allocation for sidewalk construction on Otay Lakes Road (increasing the total project claim from $200,213 to $235,213).


2. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 8 - I-15 MANAGED LANCES (APPROVE)

At its meeting on June 28, 2002, the SANDAG Board adopted the 2002 RTIP, a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. Due to the current suspension of Traffic Congestion Relief Program
(TCRP) allocations, there is a $9 million shortfall for the middle segment of the I-15 Managed Lanes project (from SR 56 to near Escondido), which is ready to begin construction.

Amendment No. 8 to the 2002 RTIP would move the State Transportation Improvement Program-Regional Improvement Program (STIP-RIP) funds programmed for the future north and south segments of the I-15 Managed Lanes to cover the shortfall in TCRP funding, and would make minor adjustments to other sources of funds.

**Action:** The Transportation Committee approved Resolution 2003-34 approving Amendment No. 8 to the 2002 RTIP.

3. **FY 2004 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS PROCESS (INFORMATION)**

As the designated Regional Transportation Planning Agency (RTPA), SANDAG is responsible for the annual allocation of TDA funds to the region’s cities, the County, and transit operators. Effective January 2003, the SANDAG Board of Directors delegated the authority to review the TDA claims process and any TDA amendments to the Transportation Committee. The annual process for approving TDA allocations began in February 2003 when the SANDAG Board adopted the FY 2004 apportionment schedule and administrative procedures. A total of $106 million in new TDA funds are estimated to be available in FY 2004.

The Transportation Committee received information about the FY 2004 TDA claims received from the region’s public transit operators and from local jurisdictions for bicycle and pedestrian projects. Over the next several months, staff will be analyzing the FY 2004 TDA claims. Final recommendations regarding the claims will be presented at the June 20, 2003 Transportation Committee meeting. The SANDAG Board will be requested to approve the final allocations at its June 27, 2003 meeting.

4. **SALE OF LEAST BELL’S VIREO CREDITS TO CALIFORNIA TRANSPORTATION VENTURES (CTV) (INFORMATION)**

In November 2002, the Transportation Committee approved the sale at fair market value of SANDAG’s remaining four least Bell’s vireo credits from the Rancho San Diego Mitigation Bank (RSD Bank) to CTV. The Committee action was in response to a letter submitted by CTV requesting to purchase credits to mitigate impacts associated with the State Route 125 Toll Road.

The Transportation Committee requested that staff bring back a report on the selling price for the mitigation credits prior to their sale. Fair market value has been determined to be $125,000 for each pair of least Bell’s vireo mitigation credits, resulting in a total sale price of $500,000 for SANDAG’s four credits. The Transportation Committee received this item as information.

5. **PUBLIC COMMENTS/COMMUNICATIONS**

There were no public comments or communications.
REPORTS

6. FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM: SCHEDULE EXTENSION REQUESTS AND QUARTERLY PROGRESS REPORT (APPROVE)

Staff summarized the progress made on the nine TEA-funded projects during the period January 1 to March 31, 2003. One project is complete (City of La Mesa’s El Cajon Boulevard Revitalization), and several have completed their first phases and are progressing according to their approved schedules.

Staff reported that two of the nine projects are requesting schedule extensions. One is the Mid-City Gateway project, for which the City of San Diego is requesting a second six-month extension to complete Phase 2 of the project. Staff noted that a letter from City of San Diego Councilmember Toni Atkins in support of the schedule extension was submitted today.

A schedule extension also is requested for the Coastal Rail Trail project being developed by the Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach. As reported over the past three months, this project has been delayed as draft rail trail guidelines were developed by NCTD. Issues related to the width of the safety setback from the rail line are being resolved. The Cities are requesting approval of revised schedules for the various project segments, as summarized in the staff report.

Staff stated that approval of both schedule extension requests is allowed under the TEA Use-it-or-Lose it Policy. The Committee asked whether the requested schedule extension for the Mid-City Gateway project was sufficient so that another extension would not be needed again. Staff replied that the requested extension provided sufficient time to complete the project according to the revised schedule.

Councilmember Kellejian noted that the development of the Coastal Rail Trail in the City of Solana Beach is progressing. Solana Beach received California Coastal Commission approval on April 9, 2003, and expects to complete its project by June 2004.

Action: The Transportation Committee approved an additional six-month extension to complete Phase 2 of the City of San Diego’s Mid-City Gateway Project by December 2004. The Committee also approved schedule extensions for the various segments of the Coastal Rail Trail project, as shown in Attachment 2 of the staff report.

7. UPDATE ON SHOWCASE AND EARLY ACTION TRANSIT PROJECTS (INFORMATION)

Staff provided a presentation on the Transit First Showcase Project from downtown San Diego to San Diego State University (SDSU), and various Transit First Early Action projects being developed throughout the region. These projects are intended to implement both the Regional Transit Vision and MOBILITY 2030, the Regional Transportation Plan approved by the SANDAG Board of Directors in March 2003.

Staff summarized different transit priority measure applications, such as signal priority treatments, queue lanes, dedicated transit-only lanes, and limited use of freeway shoulder lanes. These measures are intended to reduce the travel time for transit on arterials and highways. A Transportation Committee member suggested that citations and high fines be levied to deter non-transit vehicles from using transit freeway shoulder lanes.
Staff highlighted the Showcase Project, which is intended to demonstrate the full Regional Transit Vision. The Committee discussed why the downtown San Diego to SDSU route was chosen as the Showcase Project. It was selected from 13 total candidate projects, because it has the highest all-day ridership potential, has supportive land uses, connects major regional activity centers, and is the easiest to implement.

A Committee member requested that staff evaluate the number of stops along the route and consider eliminating a few stops in order to provide faster through service. Staff replied that this is being analyzed as part of project development. Other development activities include public involvement, coordination with the City of San Diego land use planning, and evaluating how to consolidate and re-adjust other existing local transit services along the route.

Staff described the Transit First Early Action projects, including Oceanside to Vista, Escondido Transit Center to North County Fair, the Mid-Coast Corridor, Otay Mesa to downtown San Diego, and South Bay to Sorrento Mesa. In contrast with the Showcase Project, the various Early Action projects would demonstrate only selected components of the Regional Transit Vision and Transit First strategy. For example, the Mid-Coast Corridor projects, which include the Super Loop in the Golden Triangle area, conversion of existing local and express routes, and an I-805 bus rapid transit (BRT) service from the South Bay to Sorrento Mesa, would demonstrate a flexible network of fast, frequent Transit First routes.

The South Bay to Downtown San Diego Early Action project would demonstrate the integration of transit and local land uses. This route would connect transit stations and high density residential development in the Otay Ranch development of the City of Chula Vista. Dedicated right-of-way for transit-only lanes also is reserved in the Otay Ranch villages. Committee member Jerry Rindone offered to host a Transportation Committee meeting in the City of Chula Vista so that the Committee could tour the Otay Ranch area.

Staff summarized the funding requirements and schedules for the Showcase and Early Action projects. Next steps including making the projects “implementation ready” (i.e., completing preliminary engineering, environmental review, and final design), securing local approvals, identifying funding, and implementing the projects. The goal is to have one or more Transit First projects in operation within the next three to five years to allow the public to experience this new kind of transit in our region. The total cost to complete all of the projects described is about $127 million.

Public Comment

Robert Hoffman stated his opinion that public transit is not the best solution for the region’s future mobility needs. He suggested PRT (personal rapid transit) as an alternative.

A Committee member asked staff to clarify the funding strategy for the various projects. Staff replied that these projects would rely on a combination of federal, state, and local funding, and that reauthorization of TEA-21 and the extension of the TransNet ½ percent sales tax were important considerations. A Committee member suggested that “naming rights” for key stations be sold in order to help fund the projects.

A Committee member requested that staff bring back a follow up policy item, which would address whether all seven of the projects should be partially funded to the “implementation ready” phase, or whether only one or two projects should be fully funded and completed as
soon as possible within the next few years. The Committee discussed the benefits of having a project up and running for the public to experience first-hand as soon as possible.

8. REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM UPDATE (INFORMATION)

Staff provided a presentation on the Regional TDM Program, which includes a number of free services and programs that help promote alternatives to driving alone. These services and programs focus on ways to reduce demand for transportation facilities, particularly during the peak periods.

Staff highlighted the Regional Vanpool Program, which offers a $400 month subsidy per van. Over the past year, there has been a 36% increase in the number of vanpools participating in the program. As of March 2003, there were a total of 264 vanpools, of which 140 traveled within the San Diego region and 124 were interregional vans originating in surrounding counties. Staff noted that 98 of the 264 vanpools (37 percent) originate in Riverside County. A Committee member suggested that SANDAG share the costs of the interregional vanpools with other councils of governments from surrounding areas.

Staff summarized other TDM programs and services, including the Guaranteed Ride Home Program, employer outreach, telework activities, the Regional Bike Locker Program, and Bike to Work Day. Upcoming TDM events include an employer seminar on April 25 in Rancho Bernardo and Bike to Work Day on May 16. Other TDM employer events will be held in June and August 2003, and Rideshare Week is scheduled during October.

Committee members asked for additional information about the SchoolPool program. Staff explained that SANDAG has dedicated SchoolPool staff, who work with local schools and help arrange the formation of carpools, vanpools, and “walking school buses” to get students to school. Councilmember Guerin asked staff to provide information about the SchoolPool program to school districts in the City of Encinitas, which are faced with cutting back school bus services. NCTD member Ebert suggested that SANDAG staff contact all school districts in the North County area, which are facing similar service cuts.

GARY L. GALLEGOS
Executive Director
The Regional Planning Committee meeting was called to order by Committee Chair Lori Holt Pfeiler (North County Inland). Committee members and alternates in attendance were Patty Davis (South County), Jill Greer (East County), Judy Ritter (North County Inland), Maggie Houlihan (North County Coastal), and Jerry Jones (East County). Ex-Officio members in attendance were Pedro Orso Delgado (Caltrans), Leon Williams (Metropolitan Transit Development Board), Mike Madigan (San Diego County Water Authority), Bill Chopyk (San Diego Unified Port District), Bob Leiter (Regional Planning Technical Working Group), and Carol Bonomo (Regional Planning Stakeholders Working Group). Also in attendance were Ron Morrison, SANDAG Chair, and Crystal Crawford, Chair of SANDAG's Borders Committee.

CONSENT ITEMS

1. ACTIONS FROM MARCH 7, 2003 REGIONAL PLANNING MEETING (INFORMATION)

2. REPORT ON REGIONAL COMPREHENSIVE PLAN (RCP) FROM MARCH 28, 2003 BOARD MEETING (INFORMATION)

   Action: The consent agenda was approved.

3. PUBLIC COMMENTS AND COMMUNICATIONS

   There were no public comments or communications.

4. REGIONAL VISION AND CORE VALUES – FEEDBACK RECEIVED AND PROPOSED REVISIONS (ACCEPT)

   Staff presented a brief overview of the comments received on the draft regional vision and core values at the seven RCP Workshops. The workshops were conducted throughout the region between January and March 2003. Based on public input received from the workshops, as well as from input by the Stakeholders Working Group, the Technical Working Group, and via correspondence, the Committee was presented with the following revised regional vision and core values for discussion.

   Proposed Revised Vision: "Preserve and enhance the San Diego region's unique features - its beaches, deserts, mountains, lagoons, bluffs, and canyons, its vibrant and culturally-
diverse communities, and its international setting – and promote sustainability and an outstanding quality of life for everyone."

Proposed Revised Core Values: Cultural Diversity and Resources; Livable Neighborhoods; More Housing Choices; More Transportation Choices; Healthy Environment; Jobs and Educated Workforce; Infrastructure Systems that Work; Intergovernmental Coordination; Water Availability; Citizen Participation in the Planning Process; and Schools as Community Assets.

The Committee had a lengthy discussion on whether the original core value of "Reduce Sprawl" should be converted into "Livable Neighborhoods," as proposed in the staff report, or whether it should be re-inserted as a stand-alone value. Comments on this topic included:

- If we take out "Reduce Sprawl" as a core value, is it going to be clear that we want to avoid development in the back country?
- Smart growth sells the idea that we will preserve our rural areas.
- Smart growth attempts to address the housing shortage - when you promote livable neighborhoods and more housing, you provide people with more housing and transportation choices.
- The "Healthy Environment" core value promotes the preservation of open space. That core value should be moved up and placed adjacent to the livable neighborhoods value to emphasize the interrelationship between the two.
- The County of San Diego's General Plan update process reduces large parcels to low, rural-level densities east of the County Water Authority line. There is a lot of power in the concept of reducing sprawl.
- If you make the determination that you want to proceed with livable neighborhoods and higher densities, you have to provide opportunities for the market to perform. The region has to come to grips with what density means - more housing choices, more open space preservation, more transit. It becomes a matter of location, location, location.
- Cities have to come together to densify enough around public transportation corridors, for example, the East-West rail line from Oceanside to Escondido, and provide the necessary amenities in those areas for a good quality of life.
- The core values need to emphasize the exceptional opportunity that we have to improve our transit corridors through redevelopment and reuse around our transit stations, like we have done in our downtown area, where there was real emphasis, energy, and investment to improve the quality of the community and significantly diminish the impacts on the highways.
- If that is what the local jurisdictions want to do, it will require cities to become the master developers of those areas and assume the development and financial risks, somewhat like CCDC (San Diego's City Centre Development Corporation). That is the only way to achieve that desired outcome. Jurisdictions need to think proactively instead of reactively with respect to planning and zoning.
- In order for the RCP to work, each individual jurisdiction needs to be able to own and embrace the Plan, especially in their day-to-day decision-making process.
- When jurisdictions start applying for incentives to implement smart growth, that will show that they embrace the Plan.
Action: The Committee directed staff to insert the following language into the Livable Neighborhoods core value "emphasizing redevelopment and infill in urban areas along transit corridors," instead of adding "Reduce Sprawl" back into the core values.

Additionally, the League of Women Voters suggested adding the following core value: "Fiscal Responsibility: A fiscal structure that provides an equitable distribution of burdens and benefits, promotes efficiency of resource use, and provides clear incentives for achieving plan goals." It was also suggested that "schools" be added to the Intergovernmental Coordination core value.

Action: The Committee accepted these additions.

Regarding the proposed Vision, comments were made indicating that the vision should reflect a strong economy, and that "communities" should come before the region’s "unique features." Also, it was felt that the "Jobs and Educated Workforce" value should focus on a robust economy with secure, balanced jobs, and that generally, the core values should place a greater emphasis on jobs/housing balance, the notion being that although providing proximity between jobs and housing does not guarantee that people will work at those jobs, the opportunity to enhance the likelihood of reducing trips is provided.

Action: The Committee directed staff to incorporate these concepts into the regional vision, or the core values, as appropriate.

5. DRAFT OUTLINE OF BORDERS CHAPTER OF THE RCP (COMMENT)

Councilmember Judy Ritter, who serves on both the Borders and Regional Planning Committees, provided an overview of border issues with Baja California and Riverside and Imperial counties, and reviewed an outline of the content to be included in the Borders Chapter of the RCP, including goals related to the following areas: jobs/housing balance; transportation; energy; environment; water; economic development; and national security.

The Committee responded with the following comments and questions:

- The outline seems to be in sync with the chapters of the RCP.
- The Stakeholders Working Group is interested in discussing the Borders component.
- Why are energy and air quality issues addressed primarily with our Imperial County and Mexico borders and not the other borders? Because we share an air basin with those two neighbors, and we have started to work with the Border Energy Forum to propose a proactive approach to addressing these issues.
- It is great to include habitat corridor planning across the borders.
- The international border presents us with more institutional challenges, such as our different cultures and political systems, and our growing Homeland Security issues. However, there is a lot of enthusiasm from Mexico to work with us.
- The RCP can be truly visionary by incorporating and proactively addressing border issues.

6. DRAFT SHORELINE COMPONENT OF THE RCP (ACCEPT)
The draft Shoreline Component, which will be included in the Healthy Ecosystems chapter of the RCP, was presented for the Committee's review and acceptance. The region's shoreline focuses on the edge between our coastline's land and saltwater. It varies in size from 100 – 200 feet in the summer to 50 feet in the winter. The shoreline is one of the San Diego region's unique qualities. SANDAG is very involved with near-shore habitat and wetlands and their interactions, and is currently expanding the work program to reflect that. In 1994, SANDAG's Shoreline Preservation Committee adopted the Shoreline Preservation Strategy. A significant regional achievement has been the regional beach sand project. The draft Shoreline component is a summary of, and builds upon, the original Shoreline Preservation Strategy.

**Action:** The Committee accepted the Draft Shoreline Component for inclusion into the Healthy Ecosystems Chapter of the RCP.

7. **DRAFT ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY STRATEGY (INFORMATION)**

At its last meeting, the Committee discussed a proposed approach for addressing environmental justice and social equity issues within the RCP. Staff reported that since then, several modifications have been made to the approach. The outreach component remains the same, but the steps in the analysis program have been changed as follows:

**Analysis Program**

1. **Existing and Future Conditions**
   - a. Identify minority and very low-income communities
   - b. Analyze 2000 Census data to determine economic, social, and environmental equity levels
   - c. Analyze Final 2030 Forecast to analyze potential impacts of plans and policies on minority and very-low income communities

2. **Goals** – Use Existing and Future Conditions analysis to set Environmental Justice and Social Equity goals for the RCP

3. **RCP Programs and Policies** – Analyze how implementation of the RCP will help meet the Environmental Justice and Social Equity goals

4. **Performance Monitoring** – Identify performance measures to determine if Environmental Justice and Social Equity goals are being met

Staff will work with the Regional Planning Technical Working Group and the Stakeholders Working Group to develop a draft Environmental Justice and Social Equity Chapter of the RCP. Additionally, a subgroup of the SWG is being formed to assist with these items, particularly the performance monitoring measures.

8. **ADJOURNMENT AND UPCOMING MEETING (APPROVE)**

**Action:** The Committee approved the next Regional Planning Committee meeting, which will be held at the University of California San Diego (UCSD) on Friday, May 2, 2003 from 12 noon to 2:30 p.m. (extended length of time).
SOCIAL SERVICE AGENCY GRANT APPLICATIONS FOR VEHICLES TO TRANSPORT ELDERLY AND PERSONS WITH DISABILITIES

Recommendation

It is my recommendation that the Board of Directors of the San Diego Association of Governments approve Resolution 2003-35 supporting the SCAT recommended scores and finding that the applications submitted in Fiscal Year 2003-2004 of the Section 5310 Program, listed in the Attachment, conform to the 2030 Regional Transportation Plan.

Section 5310 of the Transportation Equity Act for the 21st Century (TEA-21) provides funding to nonprofit agencies, and to public agencies under certain conditions, to purchase vehicles to transport persons who are elderly or who have disabilities. The federal grant funds are distributed to the states, which then accept applications from nonprofit and public agencies. Awards are made based on the scores received from local and state review of the applications. This year, approximately $8 million will be available statewide.

As the Regional Transportation Planning Agency for San Diego, SANDAG is responsible for the local scoring of the applications. SANDAG designated its Subcommittee for Accessible Transportation (SCAT) as the regional scoring committee. SCAT completed the review of 14 applications for vehicles and four applications for related equipment from seven applicant agencies.

Applications were received from agencies throughout the urbanized region, as follows: five agencies located in the NCTD service area and two agencies located in the MTDB service area. The applications were scored, as listed in the Attachment, according to the state’s required criteria. The quantitative criteria include points for project need, lack of other services, proposed service effectiveness, the management ability of the applicant, and the proposed coordination program. The higher the score, the higher the application is rated. SCAT adopted the scores at its regularly scheduled meeting on April 3, 2003 and recommends that SANDAG approve the scores as presented.

In addition to conducting the local review, SANDAG is required to assure the State that the applications are in conformance with the adopted 2030 Regional Transportation Plan (RTP). All projects, if funded, would help meet the policies and actions of the RTP to assure transportation services throughout the region for persons unable to use fixed route public transit.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Nan Valerio, (619) 595-5365; nva@sandag.org

Funds are budgeted in Work Element #3.07
WHEREAS, federal funds are available for grants to be awarded by the State of California Department of Transportation to eligible nonprofit and public agencies to purchase vehicles in which to transport elderly persons and persons with disabilities; and

WHEREAS, the State of California has established procedures for review of applications by local Regional Transportation Planning Agencies (RTPAs); and

WHEREAS, SANDAG is the designated RTPA for the San Diego region and has established its procedures for the local review of Section 5310 grant applications in the region; and

WHEREAS, the applications from seven eligible social service agencies for 14 vehicles and four requests for related equipment have been reviewed by the Subcommittee for Accessible Transportation according to SANDAG’s adopted procedures and have been scored according to the process established by the State of California; and

WHEREAS, all requested vehicles and equipment will be used in programs to provide transportation to elderly and disabled persons and will be coordinated with other private nonprofit transportation services and with public accessible transit, in keeping with the goals and policies of the 2030 Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors supports the scores and ranks of the applications listed in the Attachment, as recommended by the Subcommittee for Accessible Transportation, and finds that the applications submitted by agencies of the San Diego region, for the Section 5310 Program in Fiscal Year 2003-2004, are in conformance with the 2030 Regional Transportation Plan.

PASSED AND ADOPTED this 25th day of April, 2003.
Section 5310 Grant Applications
FY 2003-2004

Following are the scores of the applications in the 2003-2004 Section 5310 grant program. This federally-funded program provides vehicles for nonprofit agencies in which to transport senior citizens and persons with disabilities. Applications were received from seven nonprofit agencies in the San Diego region and all were found eligible. SANDAG’s Subcommittee for Accessible Transportation (SCAT) approved the following scores at its April 3, 2003 regularly scheduled meeting.

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Request</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Link Foundation</td>
<td>Minivan</td>
<td>63</td>
</tr>
<tr>
<td>City Link Foundation</td>
<td>Modified Van</td>
<td>63</td>
</tr>
<tr>
<td>City Link Foundation</td>
<td>Modified Van</td>
<td>63</td>
</tr>
<tr>
<td>City Link Foundation</td>
<td>Computer Equipment</td>
<td>63</td>
</tr>
<tr>
<td>City of Vista</td>
<td>Large Bus (R)</td>
<td>72</td>
</tr>
<tr>
<td>Mountain Shadows Support Group</td>
<td>Medium Bus (SE); Equip.</td>
<td>90</td>
</tr>
<tr>
<td>Mountain Shadows Support Group</td>
<td>Medium Bus (SE); Equip.</td>
<td>83</td>
</tr>
<tr>
<td>Neighborhood House Association</td>
<td>Large Bus (R)</td>
<td>65</td>
</tr>
<tr>
<td>Neighborhood House Association</td>
<td>Large Bus (SE)</td>
<td>68</td>
</tr>
<tr>
<td>Neighborhood House Association</td>
<td>Large Bus (SE)</td>
<td>68</td>
</tr>
<tr>
<td>Neighborhood House Association</td>
<td>Communications Equip.</td>
<td>63</td>
</tr>
<tr>
<td>Neighborhood House Association</td>
<td>Computer Equip.</td>
<td>63</td>
</tr>
<tr>
<td>North County Lifeline</td>
<td>Minivan (R); Radio</td>
<td>95</td>
</tr>
<tr>
<td>North County Lifeline</td>
<td>Medium Bus (R); Radio</td>
<td>97</td>
</tr>
<tr>
<td>North County Lifeline</td>
<td>Medium Bus (R); Radio</td>
<td>97</td>
</tr>
<tr>
<td>North County Lifeline</td>
<td>Safety Equipment</td>
<td>92</td>
</tr>
<tr>
<td>Redwood Senior Homes</td>
<td>Small Bus (SE)</td>
<td>79</td>
</tr>
<tr>
<td>T.E.R.I.</td>
<td>Medium Bus (R)</td>
<td>82</td>
</tr>
</tbody>
</table>

R: Replacement Vehicle
SE: Service Expansion Vehicle
REPORT ON THE CALCOG ANNUAL CONFERENCE

The California Association of Councils of Governments (CALCOG) held its 11th Annual Forum on Regional Issues on April 10-11, 2003. SANDAG Board members attending the Forum were Chair Ron Morrison and Past Chair Ramona Finnila.

Several sessions focused on transportation finance, including the federal TEA-21 reauthorization process, and the current state funding crisis and its impact on transportation. Other session topics included state-local fiscal relationships, the state Environmental Goals and Policy Report (EGPR), and housing issues including the regional housing allocation process. Some of the highlights of these discussions are summarized below:

- TEA-21 Reauthorization - Panelists discussed the status of the TEA-21 reauthorization process. The process for identifying special “demonstration” projects is well underway, but the more important issue is the overall size and structure of the federal program. The administration proposal, although not officially released, is expected to total in the range of $247 billion over 6 years as compared to $218 billion for TEA-21. The House Transportation and Infrastructure Committee is urging a $375 billion program supported by fuel tax increases, while the House and Senate Budget Committees are proposing 6-year programs of $254 billion and $311.5 billion, respectively. In general, the higher the total program funding, the better for California. The challenge will be to try to get the entire California delegation to work as a voting block to deliver as much money to the state as possible.

- State Transportation Funding Crisis - Speakers focused on the ongoing unresolved issues related to the proposed cuts in the state Traffic Congestion Relief Program (TCRP) and the reduced estimates of cash at the state level for projects funded under the State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP). Potential solutions discussed included turning the proposed TCRP cuts into loans to be paid back in the future, indexing and/or raising the state gas tax, and changing the two-thirds vote threshold for local sales taxes to enable local agencies to help address the funding shortfall if the state is not willing to confront it.

- State – Local Fiscal Relationships - Speakers described the current status of the budget including the actions taken to date ($12 billion in cuts and revenue increases), the magnitude of the remaining budget shortfalls (about $16 billion in additional cuts and/or revenue increases), and potential alternatives on the table for consideration. Opportunities to achieve long-term structural fixes out
of the current financial chaos were discussed.

- Housing Issues – The discussion focused on the regional housing allocation process, with a general agreement that the process has become very contentious. Ideas were discussed for improving the process, including revising the timing of the preparation of the housing elements and the regional transportation plans so that the planning work for both could be done at the same time to avoid the current problem of differing estimates for population and other data.

- State Environmental Goals and Policy Report (EGPR) – The State Office of Planning and Research is developing the EGPR which is intended to focus state expenditures based on principles such as promoting infill and equity in existing communities, preserving and protecting agricultural lands and critical environmental areas, and encouraging land use development in a logical and efficient manner. Regional input into the process was invited.

GARY L. GALLEGOS  
Executive Director  
Key Staff Contact: Craig Scott, (619) 595-5326; csc@sandag.org  
No Budget Impact
U.S. DEPARTMENT OF DEFENSE
PROJECTS AFFECTING THE SAN DIEGO REGION

Recommendation

Based on the SANDAG/DOD Memorandum of Agreement, it is my recommendation that the Board of Directors accepts this report for distribution to affected local agencies and other interested groups.

Introduction

Annually, the Navy, on behalf of the Department of Defense (DOD), provides a report describing the DOD’s commitment to the Regional Growth Management Strategy, the military construction program, and other related material. This action is a component of the SANDAG/DOD Memorandum of Agreement.

Discussion

This report, if the Board accepts it for distribution, will be sent to those cities, the County of San Diego and other agencies that are affected by military construction activities.

If agencies have questions or desire more information about the items in this report, they can contact SANDAG staff or Susannah Aguilera at the office of CAPT Schanze at (619) 532-3736. CAPT Schanze and his staff will be available at the Board meeting to answer questions.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Garry Bonelli, (619) 595-5360; gbo@sandag.org

No Budget Impact
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
LEGISLATIVE UPDATE: AB 361
(KEHOE) – SAN DIEGO
CONSOLIDATED
TRANSPORTATION AGENCY

Recommendation

It is the Executive Committee’s recommendation that the Board of Directors oppose AB 361 unless amended as outlined in the report.

Introduction

The Board established the Ad Hoc Working Group on AB 361 to work with Assemblymember Kehoe to resolve differences in the details of the provisions of the bill. Since that time the Working Group has met with the Assemblymember. She has indicated that she wants to work with SANDAG, but does want at some time a public vote on regional governance. The Executive Committee reviewed progress on the bill to date and voted to oppose the bill unless amended to include the recommended changes listed below. They also directed staff to prepare amendments to reflect these changes and propose them to Assemblymember Kehoe in order to gain consensus on the bill.

The bill passed the Assembly Transportation Committee and will be heard in Assembly Local Government on April 23.

Discussion

The following amendments are requested by the Ad Hoc Working Group and the Executive Committee for inclusion in the bill.

- Adjust the timing of the LAO report so that it comes after SANDAG’s initial report to the legislature. The initial SANDAG report would be a progress report on the implementation of consolidation.
- Revise language establishing the linkage between the Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP) so that they effectively work together to accomplish land use and transportation objectives and encourage the provision of financial incentives to implement the RCP.
- Specify that there will be a public vote required to make effective any legislation enacted to change the governance structure of the consolidated agency from local elected officials of city and county government to any other governance structure (e.g. directly elected).
- Retain the principle that the bill does not usurp local land use control.
- Refine the public participation process for the RCP to ensure that public input is taken into consideration and responded to during the development of the plan.
- Identify that the RCP be updated regularly, and that the scope of the updates be contingent on funding availability.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Debra Greenfield, (619) 595-5366; dgr@sandag.org
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
PROGRESS REPORT ON THE REGIONAL COMPREHENSIVE PLAN AND REVISED REGIONAL VISION AND CORE VALUES

Introduction

SANDAG currently is preparing a Regional Comprehensive Plan (RCP) which will serve as a smart growth blueprint for land use, transportation, environment, and public investment decisions for the San Diego region. The work program calls for a Draft RCP by December 2003, and a final RCP by June 2004.

Why We Need an RCP

Collectively, our current local plans result in a number of impacts to our region’s quality of life, such as consuming large amounts of undeveloped land and creating an imbalance between homes and jobs (See Box). The RCP will reach beyond our local policies and be more than just a compilation of existing plans — it will help us plan and prepare in advance, comprehensively, for our future growth and infrastructure needs.

Currently, various jurisdictions are updating their general plans. Many of them are pursuing smart growth in urban areas, and limiting development in rural areas. The RCP could assist these local efforts by rewarding jurisdictions that make or continue to make smart land use decisions. The RCP could provide the structure for linking local land use plans and infrastructure funding decisions in order to maximize infrastructure investments and implement smart growth.

Additionally, the RCP could address emerging issues along our county boundaries and our international border. Attached is the RCP Fact Sheet, which shows the draft components and structure of the RCP (Attachment 1).

What Happens When We Add Up Our Existing Local Plans and Policies?

- **More urban sprawl, less open space.** Current plans would consume far more land than a smart growth development pattern would. Smart growth would emphasize additional redevelopment and infill rather than consumption of vacant land.

- **Fewer types of housing choices.** In general, most new development consists of single-family homes. On average, existing densities in the cities are relatively low, and planned densities on currently-vacant land are even lower. This pattern contributes to sprawl and limits our ability to develop an effective transit system.

- **Imbalance between housing and jobs.** Current plans allow for more growth in jobs than housing. This pushes up housing costs, leads to more (and longer) interregional and international commute trips, and can mean more persons per household. Additionally, residential areas are largely separated from job centers, contributing to more traffic and longer commutes.

- **Ineffective infrastructure financing.** Local governments compete against each other for sales tax revenues, generally resulting in a process that isolates and encourages commercial development, too few homes, and sprawl development patterns. Additionally, our infrastructure systems compete against each other for investment, without a regional framework to identify and implement our priorities.
Decision-Making Context

SANDAG’s Regional Planning Committee provides oversight for the preparation of the RCP. The Regional Planning Committee receives recommendations from two Working Groups: the Regional Planning Technical Working Group (the region’s planning and community development directors), and the Regional Planning Stakeholders Working Group (stakeholders appointed by the Committee last December). The Regional Planning Committee makes recommendations to the SANDAG Board. The Board has the final responsibility for the adoption of the RCP and the certification of related environmental documentation.

RCP Workshops

The RCP Work Program calls for an extensive public involvement program, including several rounds of subregional workshops on the RCP. The first round of workshops was held from January through March. Seven workshops were held throughout the region.

Attendance at the workshops by local elected officials and the public was strong, with almost 500 participants. The purpose of the workshops was to initiate discussion with a wide variety of people throughout the region on the RCP, and to receive input on the draft regional vision and core values identified by the Regional Planning Committee. The vision and core values will serve as the foundation of the RCP.

Workshop participants provided a range of comments on the draft vision, varying from “just right” to “not bold enough,” or “not reflective enough of the unique features of the San Diego region.” Participants also commented on the regional core values, adding water availability, education, public health, citizen participation, natural topography, safe neighborhoods and schools, and cultural resources. Generally, across the workshops, participants were very well-informed, understood the interrelationships between the RCP components, and expressed general support for smart growth concepts.

The Technical and Stakeholders Working Groups also provided input on the vision and core values. Input by the Working Groups and the workshop participants were integrated into a revised version of the vision and core values, and presented to the Regional Planning Committee at their April meeting. Attachment 2 provides the revised regional vision and core values accepted by the Regional Planning Committee.

Summaries of each workshop and other related workshop items are posted on the Web site at www.sandag.org/rcp.

Regional Planning Stakeholders Working Group (SWG)

As shown in Attachment 3, the SWG consists of a wide variety of interests. The SWG was formed in December 2002 by the Regional Planning Committee and held its first meeting in January 2003. Councilmember Patty Davis of Chula Vista, who serves as Vice-Chair of the Regional Planning Committee, serves as the Chair of the SWG, and Carol Bonomo of Cal State San Marcos serves as the Vice-Chair of the SWG. To date, the SWG has focused most of its time discussing the regional vision and core values, emphasizing the need for fiscal responsibility, energy self-sufficiency, better neighborhoods, and public health as core values. The SWG meets monthly, and is anticipated to provide valuable input on concepts and chapters in the Plan.

In order to maintain active communication between the Regional Planning Committee and the Stakeholders Working Group, both Patty Davis and Carol Bonomo participate actively at both the Regional Planning Committee meetings and the SWG meetings and serve as liaisons between both groups.

Work Accomplished to Date

The Regional Planning Committee has been meeting for one year now. In that time, it has provided direction on the framework and
organization of the Plan, as well as on policy actions that could be included in the various components. It has reviewed material and provided direction on the following topics:

- Vision, Core Values, & Regional Priorities
- Urban Form
- Housing
- Local Plans and Policies, Regional Growth Forecast
- Integrated Regional Infrastructure Strategy (IRIS)
- Energy
- Borders
- Transportation
- Water Supply
- Shoreline Preservation
- Environmental Justice/Social Equity
- Public Involvement

Expected Milestones

The Board has called for a draft Regional Comprehensive Plan by December 2003 and a final RCP by June 2004 in order to coordinate the TransNet Extension efforts within the broader context of a regional plan. Additionally, the Board and other elected officials are calling for a strong tie between the RCP and our regional housing programs and state-mandated housing requirements. In order to meet these deadlines, the Regional Planning Committee and the Board will need to be prepared to meet the following key milestones during 2003:

- Spring: Draft Vision and Urban Form Components
- Summer: Draft Housing Chapter and Regional Share Goals; Draft Policies for Ecosystems, Borders, Economic Prosperity, Transportation, and Public Facilities Chapters
- Fall: Integrated Regional Infrastructure Strategy (IRIS); Draft Self-Certification Goals
- Winter: Draft RCP; Final Regional Share and Self-Certification Goals

Gary L. Gallegos
Executive Director

Attachments

Key Staff Contact: Carolina Gregor, (619) 595-5399; cgr@sandag.org

Funds are budgeted in Work Element #5.02
Our Vision. Our Future.

The San Diego region is a great place to live, work, and play. But we face a number of challenges... a serious housing crisis, congested roadways, and continuing sprawl into our rural areas.

SANDAG is dealing with these issues through the preparation of a Regional Comprehensive Plan (RCP). The RCP will help us define a regional vision and priorities, and then implement them.

As shown in the diagram on the back of this page, the RCP will focus on the interconnected issues of urban form, transportation, healthy ecosystems, our international and county borders, the economy, public facilities, and housing... and on improving these areas using smart growth strategies, an infrastructure needs assessment, and financing strategies.

Smart growth means limiting urban sprawl and improving our existing neighborhoods. It focuses future development away from our rural areas, and closer to existing and planned job centers, education and health institutions, and transportation corridors.

To date, more than 70 organizations, including all 18 cities and the county government, and hundreds of individuals in the region have signed on in support of smart growth.

With extensive input from the region's stakeholders, we believe that the RCP can result in:

- More transportation choices and less dependence on our cars;
- More walkable, mixed-use communities;
- Greater housing supply and housing affordability;
- A more protected environment; and
- Better preparation for the future.

Getting involved

We need your involvement as we make critical decisions that affect our region's land use, transportation, the environment, housing, jobs, and the economy.

The first step is to visit our Web site at www.sandag.org for more information on the RCP, including meeting dates and times. Our Regional Planning Committee is currently meeting on a monthly basis. These public meetings allow for an exchange of ideas among elected officials, residents, and interest groups. We encourage your attendance.

The next step is to contact us to be put on our newsletter list. This will keep you updated on the Plan's progress, and let you know about future activities and workshops. If you would like to be added to our newsletter list, contact SANDAG at 619-595-5347, or send an e-mail to pio@sandag.org.
Public involvement is critical throughout the planning process. You are invited to participate! Visit our Web site at www.sandag.org or contact us at (619) 595-5637 for more information on how you can get involved.
REVISED REGIONAL VISION AND CORE VALUES

In December, the Regional Planning Committee provided direction on a draft regional vision and core values to use as a starting point at the RCP Workshops. The following tables show the most recently revised version of the vision and core values based on general comments received from the RCP Workshops, the Regional Planning Stakeholders and Technical Working Groups, e-mail correspondence, and recommendations from the Regional Planning Committee at their April 4, 2003 meeting.

The regional vision and core values will serve as the foundation of the RCP, and will be included in the Vision component of the RCP.

**PROPOSED REVISED VISION**

"Preserve and enhance the San Diego region's unique features – its vibrant and culturally-diverse communities, its beaches, deserts, mountains, lagoons, bluffs, and canyons, and its international setting – and promote sustainability, economic prosperity, and an outstanding quality of life for everyone."

---

**PROPOSED REVISED CORE VALUES**

(Not in Priority Order)

<table>
<thead>
<tr>
<th>Cultural Diversity and Resources: Maintain the uniqueness of the region as an international border community, embracing ethnic and cultural diversity and promoting a wide variety of cultural resources.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Livable Neighborhoods: Create livable, walkable, safe, and healthy neighborhoods that include a mix of housing, parks, schools, jobs, health care facilities, and shopping opportunities, emphasizing redevelopment and infill in urban areas along transit corridors. Provide a variety of housing and transportation choices at various price ranges. Preserve and maintain our open spaces and agricultural areas.</td>
</tr>
<tr>
<td>Healthy Environment: Strive for a sustainable region. Promote healthy ecosystems and a healthy built environment. Ensure clean water, air, soils, water bodies, and coastlines. Protect our open space and habitat conservation systems, and preserve our natural topography.</td>
</tr>
<tr>
<td>More Housing Choices: Provide more opportunities for apartments, condominiums, and single-family homes in all price ranges and closer to jobs and transit.</td>
</tr>
<tr>
<td>More Transportation Choices: Provide a transportation system that better links our jobs, homes, and other major activity centers; ensures more transit, walking, and biking opportunities; efficiently transports people and goods; and provides effective transportation options for people of all ages and abilities.</td>
</tr>
<tr>
<td>Jobs and Educated Work Force: Attract and retain a variety of jobs with competitive wages that contribute to a robust economy with secure, balanced jobs, and educate the local workforce to meet the demand for these jobs. Locate new jobs in housing-rich areas and locate new housing in job-rich areas to secure a better balance between jobs, housing, and our transportation systems.</td>
</tr>
<tr>
<td>Water Availability: Ensure a diverse water supply that meets the region's present and future water needs, respects the environment, and emphasizes water conservation and re-use.</td>
</tr>
<tr>
<td>Schools as Community Assets: Provide good, safe schools for our children that provide a quality education and can serve as focal points for our neighborhoods.</td>
</tr>
<tr>
<td>Infrastructure Systems that Work: Provide infrastructure systems in both existing and new communities that work for all residents in the region. Strive for energy self-sufficiency.</td>
</tr>
<tr>
<td>Fiscal Responsibility: Institute a fiscal structure that provides an equitable distribution of burdens and benefits, promotes efficiency of resource use, and provides clear incentives for achieving plan goals.</td>
</tr>
<tr>
<td>Citizen Participation in the Planning Process: Promote broader participation in the planning process and the allocation of resources.</td>
</tr>
<tr>
<td>Intergovernmental Coordination: Enhance planning and coordination among local jurisdictions within the region, and with our local school districts, our Native American Tribal governments, our neighboring counties, Mexico, and our military communities.</td>
</tr>
</tbody>
</table>
MEMBERSHIP OF REGIONAL PLANNING STAKEHOLDERS WORKING GROUP
APPROVED BY REGIONAL PLANNING COMMITTEE IN DECEMBER 2002

<table>
<thead>
<tr>
<th>Advocacy</th>
<th>Equity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramona Salisbury, League of Women Voters, San Dieguito River Park Citizens Advisory Committee</td>
<td>Susan Carter-Robert, All Congregations Together</td>
</tr>
<tr>
<td>Deanna Spehn, San Diego County Taxpayers Association, Quality of Life Coalition, San Diego Dialogue, The Nature Conservancy</td>
<td>Rose Davis, Indian Voices, Native American Advisory Board, Council of American Indian Organizations</td>
</tr>
<tr>
<td></td>
<td>Paula Forbis, Environmental Health Coalition</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agriculture</th>
<th>Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Stepp, San Diego County Farm Bureau</td>
<td>Tom Scott, San Diego Housing Federation, San Diego Housing Coalition</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Borders</th>
<th>Professional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jaime Gonzalez-Luna, Maquiladora Association, Tijuana Economic Development Council</td>
<td>Michael Stepner, SD Economic Development Corporation, American Institute of Architects, C-3, San Diego Council of Design Professionals</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building</th>
<th>Redevelopment/Infill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brad Barnum, Associated General Contractors, SD Regional Chamber of Commerce</td>
<td>Claire Carpenter, The El Cajon Collaborative, Cajon Valley Education Foundation, East County Chamber of Commerce</td>
</tr>
<tr>
<td>David Gatzke, – Alliance for Habitat Conservation</td>
<td>Marco LiMandri, New City America, Little Italy</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Business/Economy</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dan Hom, Asian Business Council, Chula Vista Planning Commission</td>
<td>Julianne Nygaard, Citizen, Former City of Carlsbad Councilmember, Former Chair of NCTD</td>
</tr>
<tr>
<td>Harriet Stockwell, East County Economic Development Council, El Cajon Women’s Club</td>
<td>Carolyn Chase, SD Coalition for Transportation Choices, SD Earthworks</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environment</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Janet Anderson, Sierra Club, Desert Protective Council</td>
<td>Jim Bell, Ecological Life Systems Institute, Mayor Murphy’s Environmental Task Force, Regional Energy Advisory Committee</td>
</tr>
<tr>
<td>Lynne Baker, Endangered Habitats League, Housing Action Network</td>
<td>Carol Bonomo, Cal State San Marcos, SANDAG’s I-15 Technical Working Group</td>
</tr>
<tr>
<td>Wallace Tucker, Fallbrook Land Conservancy, San Diego Land Conservancy Coalition, San Luis Rey Watershed Council</td>
<td>Marla Hollander, Leadership for Active Living, San Diego State University</td>
</tr>
<tr>
<td></td>
<td>Keith Pezzoli, University of California San Diego (UCSD), Regional Workbench Consortium</td>
</tr>
<tr>
<td></td>
<td>Dutch Van Dierendonck, Ramona Community Planning Group, Past Participation in San Diego County’s General Plan 2020 Steering Committee</td>
</tr>
</tbody>
</table>
PROGRESS REPORT ON TRANSPORTATION PROJECTS

Introduction

This report summarizes the current status of major highway, transit, arterial, traffic management and transportation demand management (TDM) projects in SANDAG’s five-year Regional Transportation Improvement Program (RTIP). The TransNet one-half cent local sales tax and other local, state, and federal sources fund the projects. The projects contained in this report have been previously prioritized and are included in the 2030 Regional Transportation Plan (RTP).

Attachment 1 – “TransNet Program” – indicates sales tax revenue available for allocation was $15.9 million in March 2003, bringing the fiscal year total to $150.3 million. Revenue for the fiscal year is 3% higher than it was last fiscal year at this time. Revenue also is 1% higher than the FY 2002-03 TransNet Program budget to date. A decrease in the construction cost index further enhances this revenue increase. The California Highway Construction Price Index is currently 8% lower than last year at this time. Revenue available for allocation since the inception of the TransNet Program totals $2.114 billion.

Highway Projects

Attachment 2 – “Highway Projects” – provides basic cost and schedule information on the major highway projects in the San Diego region. The accompanying map (Attachment 3 – “Major Highway Projects”) locates these projects.

Caltrans completed the environmental document for the I-5/Del Mar Heights Road to Via de la Valle Widening (project #8) in late March. The design of the project will be completed by June 2004. Construction is scheduled to be complete by 2006.

The environmental document for the I-15 Managed Lanes was approved by the Federal Highway Administration in late March. This environmental clearance covers the Managed Lanes from State Route 163 to State Route 78 (projects #13, #16, and #18-#22). The first segment of the Managed Lanes, from the I-15/SR 56 interchange to Camino del Norte, received a State Transportation Improvement Program (STIP) allocation by the California Transportation Commission (CTC) in early April. Construction will begin in late Summer. The Managed Lanes between SR 56 and Centre City Parkway will be completed by 2007, with certain segments, including an additional northbound lane across Lake Hodges, opening by 2005.

State Route 56 from Black Mountain Road to Camino del Sur (project #26) was opened to traffic in mid-April. This TransNet funded project will relieve congestion in the Rancho Peñasquitos area of the City of San Diego. The adjacent SR 56 “Middle” project (project #27) is currently under construction and is scheduled for opening by July 2004. Completion of this “Middle” segment will provide continuous freeway service from I-5 to I-15.

Transit and Bikeway Projects

Attachment 4 – “Transit and Bikeway Projects” – provides basic cost and schedule information on the major transit and bikeway projects in the San Diego region. The accompanying map (Attachment 5 – “Major Transit and Bikeway Projects”) locates these projects.

The City of Oceanside certified the environmental document for the Oceanside Transit Center Parking Structure (project #58) in early April. Design is nearly complete.
and a STIP advance allocation will be requested from the CTC at its June 2003 meeting. Opening of the parking structure to users is scheduled for 2004.

Arterial and Freeway Interchange Projects

Attachment 6 – “Arterial and Freeway Interchange Projects” – provides cost and schedule information on the major arterial and interchange projects in the San Diego region. The accompanying map (Attachment 7 – “Major Arterial and Interchange Projects”) locates these projects.

The environmental document for the I-805/Olympic Parkway Interchange (project #72) in the City of Chula Vista is anticipated to be approved in May. Design is nearly complete and a STIP allocation for construction will be requested from the CTC at its June meeting. Completion of this project is scheduled for 2005.

Traffic and Demand Management

Attachment 8 – “Traffic Management Projects” – provides cost and schedule information on the major traffic management projects in the San Diego region. The accompanying map (Attachment 9 – “Major Traffic Management Projects”) locates these projects.

Caltrans completed the environmental document for the Traffic Monitoring Systems project (project #118) in March. This project will install loop detectors on sections of the main lanes of I-5, SR 52, SR 94 and I-805. Construction is scheduled to be complete by 2006.

Attachment 10 – “Transportation Demand and Incident Management” – summarizes monthly activities in those functional areas. Attachment 11 – “Freeway Service Patrol Assists” – summarizes the number of assists by the Freeway Service Patrol. Attachment 12 – “Vanpool Program” – summarizes the number of daily vanpool origins by major area.

Transportation Demand Management (TDM) programs reduced an estimated 14,400 pounds of smog forming pollution last month, bringing the fiscal year total to 120,700 pounds reduced, an increase of 29% over last year at this time. Since July 1, 2002, the Freeway Service Patrol has assisted over 41,000 motorists, an increase of 13% over last year at this time.

SANDAG’s Vanpool Program participation rate continues to increase, growing 36% percent in the last year, from 194 vanpools to 264 vanpools. Vanpools from outside San Diego County represent 47% of all vanpools, and have nearly doubled over the past year from 65 to 124 vanpools. Each vanpool eliminates an estimated 18 automobile home-work trips.

Employer Programs: During the past month, SANDAG contacted 182 employers. Of those contacts, six resulted in formal TDM presentations to the employer. Two companies began offering a transportation benefit to their employees, and one company began internally marketing or promoting commuter services to their employees. Two employer surveys were conducted; six additional employers have indicated interest in having surveys done in the future.

Marketing/Outreach: During the past month, SANDAG worked with the consultant to complete the production and mailing of Bike to Work Day 2003 collateral material to nearly 5,000 area employers. Bike to Work Day is scheduled for May 16, 2003. Work continued on the planning and production of the April 25 employer educational event which will be presented in partnership with SANDAG, SONY, the City of San Diego, and the Poway Chamber of Commerce. Planning and sponsorship development for Rideshare Week 2003 (October 6-10) continued.

GARY L. GALLEGOS
Executive Director

Attachments (12)

Key Staff Contact: José A. Nuncio, (619) 595-5619; jnu@sandag.org

Funds are budgeted in the TransNet, STIP-RIP, RSTP, and CMAQ Programs
<table>
<thead>
<tr>
<th>Program &amp; Recipient</th>
<th>TransNet Allocations</th>
<th>Fund Disbursements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Month</td>
<td>FY To Date</td>
</tr>
<tr>
<td>BICYCLE ELEMENT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Various Agencies</td>
<td>$ 83,333 $ 750,000</td>
<td>16,850,077</td>
</tr>
<tr>
<td>WALKABLE COMMUNITIES DEMONSTRATION PROGRAM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Various Agencies</td>
<td>$ - $ -</td>
<td>1,025,887</td>
</tr>
<tr>
<td>HIGHWAY ELEMENT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Programwide</td>
<td>$ 5,270,462 $ 49,866,074</td>
<td>714,558,062</td>
</tr>
<tr>
<td>TRANSIT ELEMENT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elderly/Disabled (Various Agencies)</td>
<td>52,705</td>
<td>498,661</td>
</tr>
<tr>
<td>MTDB</td>
<td>3,752,431</td>
<td>35,503,335</td>
</tr>
<tr>
<td>NSDCTDB</td>
<td>1,465,327</td>
<td>13,864,079</td>
</tr>
<tr>
<td></td>
<td>$ 5,270,462 $ 49,866,074</td>
<td>704,731,054</td>
</tr>
<tr>
<td>LOCAL STREET &amp; ROAD ELEMENT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carlsbad</td>
<td>168,042</td>
<td>1,589,147</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>326,043</td>
<td>3,085,174</td>
</tr>
<tr>
<td>Coronado</td>
<td>44,918</td>
<td>423,349</td>
</tr>
<tr>
<td>Del Mar</td>
<td>15,060</td>
<td>140,647</td>
</tr>
<tr>
<td>El Cajon</td>
<td>162,470</td>
<td>1,536,387</td>
</tr>
<tr>
<td>Encinitas</td>
<td>114,161</td>
<td>1,078,978</td>
</tr>
<tr>
<td>Escondido</td>
<td>233,545</td>
<td>2,209,360</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>46,869</td>
<td>441,821</td>
</tr>
<tr>
<td>La Mesa</td>
<td>105,024</td>
<td>992,463</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>49,437</td>
<td>466,140</td>
</tr>
<tr>
<td>National City</td>
<td>96,837</td>
<td>914,947</td>
</tr>
<tr>
<td>Oceanside</td>
<td>292,567</td>
<td>2,768,208</td>
</tr>
<tr>
<td>Poway</td>
<td>99,294</td>
<td>938,205</td>
</tr>
<tr>
<td>San Diego City</td>
<td>2,135,465</td>
<td>20,217,612</td>
</tr>
<tr>
<td>San Marcos</td>
<td>107,577</td>
<td>1,016,636</td>
</tr>
<tr>
<td>Santee</td>
<td>95,801</td>
<td>905,135</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>31,190</td>
<td>293,368</td>
</tr>
<tr>
<td>Vista</td>
<td>154,201</td>
<td>1,458,094</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>991,962</td>
<td>9,390,402</td>
</tr>
<tr>
<td></td>
<td>$ 5,270,462 $ 49,866,074</td>
<td>687,846,511</td>
</tr>
</tbody>
</table>

1) TransNet Allocations consist of tax allocations from the State plus interest earnings.
2) Disbursements include cash disbursements and bond proceeds. Debt service costs are not included.
The following is a list of highway projects with their respective details:

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Limits</td>
<td>Current Phase</td>
</tr>
<tr>
<td></td>
<td>Phase Completion</td>
<td></td>
</tr>
<tr>
<td>I-5 Realignment</td>
<td>Environmental</td>
<td>May-04</td>
</tr>
<tr>
<td>Virginia Ave POE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Relocation in San</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ysidro</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5/ I-805 Merge</td>
<td>Construction</td>
<td>Sep-07</td>
</tr>
<tr>
<td>Widening Genesee</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ave to Del Mar</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heights Rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 Widening (Northbound)</td>
<td>Design</td>
<td>Jun-04</td>
</tr>
<tr>
<td>Del Mar Heights Rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>to Via de la Valle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 Widening</td>
<td>Construction</td>
<td>May-03</td>
</tr>
<tr>
<td>(Northbound)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mission Bay Dr to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-52</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 Widening</td>
<td>Environmental</td>
<td>Apr-03</td>
</tr>
<tr>
<td>24th Street to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harbor Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 HOV/General</td>
<td>Environmental</td>
<td>Oct-07</td>
</tr>
<tr>
<td>Purpose Lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Del Mar Heights Rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>to Vandegrift Blvd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 Noise Barriers</td>
<td>Environmental</td>
<td>not available</td>
</tr>
<tr>
<td>City of Oceanside</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5/ SR-56 Connectors</td>
<td>Environmental</td>
<td>Dec-08</td>
</tr>
<tr>
<td>West to North and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South to East</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5/ SR-78 Connector</td>
<td>Construction</td>
<td>Sep-03</td>
</tr>
<tr>
<td>Widen North to East</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connector</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-8 Widening (Eastbound)</td>
<td>Environmental</td>
<td>Mar-04</td>
</tr>
<tr>
<td>2nd Street to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenfield Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-11 4-Lane</td>
<td>Environmental</td>
<td>Feb-06</td>
</tr>
<tr>
<td>Freeway New Border</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Widening</td>
<td>Construction</td>
<td>Jan-04</td>
</tr>
<tr>
<td>(Southbound)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Friars Road to I-8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Managed Lanes</td>
<td>Design</td>
<td>Jun-07</td>
</tr>
<tr>
<td>South Segment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-163 to SR-56</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Widening</td>
<td>Construction</td>
<td>Dec-04</td>
</tr>
<tr>
<td>Mira Mesa Blvd to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miramar Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Widening</td>
<td>Design &amp; Right of Way</td>
<td>Jun-03</td>
</tr>
<tr>
<td>Mercy Rd to SR-56</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Managed Lanes</td>
<td>Design</td>
<td>May-04</td>
</tr>
<tr>
<td>Middle (stage 4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South of 15/56 to 15/56</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15/ SR-56</td>
<td>Construction</td>
<td>Oct-04</td>
</tr>
<tr>
<td>Interchange</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modifications and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Widening</td>
<td>Construction</td>
<td>Dec-07</td>
</tr>
<tr>
<td>I-15 Managed Lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Middle (stage 1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15/56 to Camino del Norte</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Managed Lanes</td>
<td>Design</td>
<td>Jul-03</td>
</tr>
<tr>
<td>Middle (stage 2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camino del Norte to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Duenda Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Managed Lanes</td>
<td>Design</td>
<td>Dec-03</td>
</tr>
<tr>
<td>Middle (stage 3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Duenda Road to Lake</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hodges</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TransNet funded projects in **bold.**
Underlined items changed from last report.

April 2003
### Highway Projects

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Current Phase</th>
<th>Total Project</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Limits</td>
<td>Phase</td>
<td>Completion</td>
</tr>
<tr>
<td>21 I-15 Managed Lanes Middle (stage 5)</td>
<td>Highland Valley Rd to Centre City Pkwy</td>
<td>Design</td>
<td>Dec-04</td>
</tr>
<tr>
<td>22 I-15 Managed Lanes North Segment</td>
<td>Centre City Pkwy to SR-78</td>
<td>Design</td>
<td>Dec-07</td>
</tr>
<tr>
<td>23 SR-52 4-Lane Freeway</td>
<td>SR-125 to Cuyamaca St</td>
<td>Design &amp; Right of Way</td>
<td>May-04</td>
</tr>
<tr>
<td>24 SR-52 4-Lane Freeway</td>
<td>Cuyamaca St to SR-67</td>
<td>Design &amp; Right of Way</td>
<td>Jun-07</td>
</tr>
<tr>
<td>25 SR-54 and SR-125 HOV Lanes</td>
<td>I-805 to SR-94</td>
<td>Environmental</td>
<td>Aug-04</td>
</tr>
<tr>
<td>26 SR-56 4-Lane Freeway</td>
<td>Black Mtn Rd to Camino del Sur</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>27 SR-56 4-Lane Freeway</td>
<td>Camino del Sur to Carmel Country Rd</td>
<td>Construction</td>
<td>Jul-04</td>
</tr>
<tr>
<td>28 SR-76 4-Lane Conventional Highway</td>
<td>Melrose Dr to Mission Rd (S13)</td>
<td>Environmental</td>
<td>Jun-05</td>
</tr>
<tr>
<td>29 SR-76 Intersection Improvements</td>
<td>Olive Hill Road</td>
<td>Environmental</td>
<td>Nov-03</td>
</tr>
<tr>
<td>30 Environmental Restoration</td>
<td>SR-76 Corridor</td>
<td>Environmental</td>
<td>Sep-03</td>
</tr>
<tr>
<td>31 SR-78 Widening (Eastbound)</td>
<td>El Camino Real to College Blvd</td>
<td>Environmental</td>
<td>Oct-03</td>
</tr>
<tr>
<td>32 SR-94 Capacity Enhancement</td>
<td>I-5 to SR-125</td>
<td>Environmental</td>
<td>Jun-07</td>
</tr>
<tr>
<td>33 SR-94 Noise Barriers</td>
<td>City of La Mesa</td>
<td>Environmental</td>
<td>not available</td>
</tr>
<tr>
<td>34 SR-94/ SR-125 Interim Connector</td>
<td>West to North</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>35 SR-94/ SR-125 Connectors</td>
<td>West to North and South to East SR-125 Frewy Widening</td>
<td>Environmental</td>
<td>May-06</td>
</tr>
<tr>
<td>36 SR-125 6-Lane Freeway</td>
<td>Grossmont College Dr to Navajo Rd</td>
<td>Construction</td>
<td>Jul-03</td>
</tr>
<tr>
<td>37 SR-125 6-Lane Freeway</td>
<td>SR-94 to Troy Street</td>
<td>Construction</td>
<td>May-03</td>
</tr>
<tr>
<td>38 SR-125 6-Lane Freeway</td>
<td>Troy Street to Jamacha Rd</td>
<td>Construction</td>
<td>Sep-03</td>
</tr>
<tr>
<td>39 SR-125/ SR-54 6-Lane Freeway</td>
<td>San Miguel Rd to Briarwood Rd and Elkelton Blvd (Gap &amp; Connector)</td>
<td>Design-Build</td>
<td>Dec-05</td>
</tr>
</tbody>
</table>

*TransNet funded projects in **bold.**

*Underlined items changed from last report.*
# Highway Projects

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Current Phase</th>
<th>Total Project</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Limits</td>
<td>Phase</td>
<td>Completion</td>
<td>Cost Estimate</td>
<td>Programmed</td>
<td>Completion</td>
</tr>
<tr>
<td>40 SR-125 4-Lane Toll Highway SR-905 to San Miguel Rd</td>
<td>Design-Build Dec-05</td>
<td>$400,000,000</td>
<td>$400,000,000</td>
<td>2005</td>
<td></td>
</tr>
<tr>
<td>41 SR-905 4-Lane Freeway I-805 to U.S./Mexico Border</td>
<td>Environmental Jan-04</td>
<td>$261,200,000</td>
<td>$205,000,000</td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>42 SR-905 Construct Interchange Siempre Viva Rd</td>
<td>Construction Dec-04</td>
<td>$31,100,000</td>
<td>$31,100,000</td>
<td>2004</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Totals</th>
<th>Cost Estimate</th>
<th>Programmed</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$4,404,844,000</td>
<td>$2,222,216,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TransNet funded projects in **bold.**

Underlined items changed from last report.
## Transit and Bikeway Projects

<table>
<thead>
<tr>
<th>Project Title Description / Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 San Ysidro Station Construction Dec-03</td>
</tr>
<tr>
<td>51 East Village Stations Construction Apr-04</td>
</tr>
<tr>
<td>52 Mission Valley East LRT Construction May-05</td>
</tr>
<tr>
<td>53 Mid-Coast Balboa LRT Design not available</td>
</tr>
<tr>
<td>54 Nobel Drive Station Design Jun-03</td>
</tr>
<tr>
<td>55 Sorrento Valley Station Design Oct-03</td>
</tr>
<tr>
<td>56 I-15 Bus Rapid Transit Centers Design Sep-03</td>
</tr>
<tr>
<td>57 Encinitas Coaster Station Construction Nov-03</td>
</tr>
<tr>
<td>58 Oceanside Station Environmental Jun-03</td>
</tr>
<tr>
<td>59 Sprinter LRT Construction Dec-05</td>
</tr>
<tr>
<td>60 Coastal Rail Environmental Oct-03</td>
</tr>
<tr>
<td>61 Oceanside-San Diego Bikeway Design Jun-03</td>
</tr>
<tr>
<td>62 Coastal Rail Trail Construction Nov-03</td>
</tr>
<tr>
<td>63 San Diego Bayshore Bikeway Construction Nov-03</td>
</tr>
<tr>
<td>64 Escondido-San Diego Bikeway Design Feb-04</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase</td>
<td>Completion</td>
</tr>
<tr>
<td>Cost Estimate</td>
<td>Programmed</td>
</tr>
<tr>
<td>$19,500,000</td>
<td>$19,500,000</td>
</tr>
<tr>
<td>$29,200,000</td>
<td>$29,200,000</td>
</tr>
<tr>
<td>$454,000,000</td>
<td>$444,000,000</td>
</tr>
<tr>
<td>$134,200,000</td>
<td>$110,090,000</td>
</tr>
<tr>
<td>$9,000,000</td>
<td>$13,525,000</td>
</tr>
<tr>
<td>$4,600,000</td>
<td>$4,600,000</td>
</tr>
<tr>
<td>$51,000,000</td>
<td>$51,000,000</td>
</tr>
<tr>
<td>$800,000</td>
<td>$800,000</td>
</tr>
<tr>
<td>$9,100,000</td>
<td>$9,100,000</td>
</tr>
<tr>
<td>$351,500,000</td>
<td>$351,500,000</td>
</tr>
<tr>
<td>$2,498,000</td>
<td>2006</td>
</tr>
<tr>
<td>$10,208,600</td>
<td>$10,208,600</td>
</tr>
<tr>
<td>$25,456,000</td>
<td>$25,456,000</td>
</tr>
<tr>
<td>$7,398,000</td>
<td>$7,398,000</td>
</tr>
<tr>
<td>$3,500,000</td>
<td>$2,500,000</td>
</tr>
</tbody>
</table>

### Totals

<table>
<thead>
<tr>
<th>Cost Estimate</th>
<th>Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,109,462,600</td>
<td>$1,068,052,600</td>
</tr>
</tbody>
</table>

*TransNet funded projects in **bold.**  
Underlined items changed from last report.*

April 2003
<table>
<thead>
<tr>
<th>Location - Description</th>
<th>Sponsoring Agency</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Phase</td>
<td>Cost Estimate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Completion</td>
<td></td>
</tr>
<tr>
<td>70 Extend South Melrose Drive</td>
<td>City of Carlsbad</td>
<td>Design &amp; Right of Way</td>
<td>Jun-03</td>
</tr>
<tr>
<td>71 Widen Rancho Santa Fe Rd</td>
<td>City of Carlsbad</td>
<td>Construction</td>
<td>Sep-04</td>
</tr>
<tr>
<td>72 Olympic Parkway/ I-805 Interchange</td>
<td>City of Chula Vista</td>
<td>Environmental</td>
<td>May-03</td>
</tr>
<tr>
<td>73 Widen Palomar Street</td>
<td>City of Chula Vista</td>
<td>Construction</td>
<td>Mar-04</td>
</tr>
<tr>
<td>74 Palomar Street/ I-805 Interchange</td>
<td>City of Chula Vista</td>
<td>Environmental</td>
<td>TBD</td>
</tr>
<tr>
<td>75 Coronado Tunnel</td>
<td>City of Coronado</td>
<td>Environmental</td>
<td>Jun-04</td>
</tr>
<tr>
<td>76 Widen Jamacha Road</td>
<td>City of El Cajon</td>
<td>Environmental</td>
<td>Jun-03</td>
</tr>
<tr>
<td>77 Manchester Ave/ I-5 Interchange</td>
<td>City of Encinitas</td>
<td>Environmental</td>
<td>May-05</td>
</tr>
<tr>
<td>78 Widen Bear/ East Valley Pkwy</td>
<td>City of Escondido</td>
<td>Environmental</td>
<td>Sep-03</td>
</tr>
<tr>
<td>79 Nordahl Road/ SR-78 Interchange</td>
<td>City of Escondido</td>
<td>Environmental</td>
<td>Aug-03</td>
</tr>
<tr>
<td>80 Widen Plaza Blvd</td>
<td>City of National City</td>
<td>Environmental</td>
<td>Nov-03</td>
</tr>
<tr>
<td>81 Extend Rancho Del Oro Drive</td>
<td>City of Oceanside</td>
<td>Construction</td>
<td>Apr-04</td>
</tr>
<tr>
<td>82 Rancho Del Oro Dr/ SR-78 Interchange</td>
<td>City of Oceanside</td>
<td>Environmental</td>
<td>Jun-05</td>
</tr>
<tr>
<td>83 Widen Espola Road</td>
<td>City of Poway</td>
<td>Environmental</td>
<td>Apr-05</td>
</tr>
<tr>
<td>84 Extend Carroll Canyon Rd</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Aug-03</td>
</tr>
<tr>
<td>85 Friars Rd/ SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>May-05</td>
</tr>
<tr>
<td>86 Genesee Ave/ I-5 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Jun-04</td>
</tr>
<tr>
<td>87 Clairemont Mesa Blvd/SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>not available</td>
</tr>
<tr>
<td>88 Genesee Ave Widening</td>
<td>City of San Diego</td>
<td>Design &amp; Right of Way</td>
<td>May-03</td>
</tr>
<tr>
<td>89 El Camino Real</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Jul-04</td>
</tr>
</tbody>
</table>

TransNet funded projects in **bold.**
Underlined items changed from last report.

April 2003
## Arterial and Freeway Interchange Projects

<table>
<thead>
<tr>
<th>Location - Description</th>
<th>Sponsoring Agency</th>
<th>Current Phase</th>
<th>Total Project</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>90 Las Posas Rd/ SR-78 Interchange</td>
<td>City of San Marcos</td>
<td>Environmental</td>
<td>Jun-03</td>
<td>$20,200,000</td>
</tr>
<tr>
<td>91 Rancho Santa Fe Rd</td>
<td>City of San Marcos</td>
<td>Construction</td>
<td>Mar-04</td>
<td>$13,000,000</td>
</tr>
<tr>
<td>92 Widen Mission Gorge Rd</td>
<td>City of Santee</td>
<td>Complete</td>
<td></td>
<td>not available</td>
</tr>
<tr>
<td>93 Lomas Santa Fe Dr/ I-5 Interchange</td>
<td>City of Solana Beach</td>
<td>Environmental</td>
<td>May-03</td>
<td>$20,600,000</td>
</tr>
<tr>
<td>94 Widen West Vista Way</td>
<td>City of Vista</td>
<td>Environmental</td>
<td>Aug-04</td>
<td>$7,700,000</td>
</tr>
<tr>
<td>95 South Santa Fe Ave</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>Dec-03</td>
<td>$34,900,000</td>
</tr>
<tr>
<td>96 Bradley Ave/ SR-67 Interchange</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>Aug-05</td>
<td>$8,300,000</td>
</tr>
<tr>
<td>97 Los Coches/ I-8 Interchange</td>
<td>County of San Diego</td>
<td>Design</td>
<td>Aug-03</td>
<td>$6,729,000</td>
</tr>
</tbody>
</table>

### Totals

<table>
<thead>
<tr>
<th>Cost Estimate</th>
<th>Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>$675,959,000</td>
<td>$271,318,000</td>
</tr>
</tbody>
</table>

*TransNet funded projects in **bold.**
*Underlined items changed from last report.*
<table>
<thead>
<tr>
<th>Description</th>
<th>Route: Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>113 CCTV Incident Identification System</td>
<td>I-15: SR-94 to I-8, I-805: SR-94 to I-8</td>
<td>Design, Oct-04</td>
<td>$9,000,000, $9,000,000, 2006</td>
</tr>
<tr>
<td>114 Changeable Message Signs</td>
<td>I-5: 3 Locations</td>
<td>Design, Mar-04</td>
<td>$1,200,000, $1,200,000, 2005</td>
</tr>
<tr>
<td>115 Changeable Message Signs</td>
<td>I-8: 3 Locations, SR-94: 1 Location</td>
<td>Construction, Jan-04</td>
<td>$1,700,000, $1,700,000, 2004</td>
</tr>
<tr>
<td>116 Ramp Meters (Northbound)</td>
<td>I-5: Coronado Ave to E Street</td>
<td>Environmental, Apr-04</td>
<td>$7,700,000, $7,700,000, 2006</td>
</tr>
<tr>
<td>117 Ramp Meters (Northbound)</td>
<td>I-805: Otay Valley Rd to E Street</td>
<td>Environmental, May-03</td>
<td>$9,200,000, $9,200,000, 2005</td>
</tr>
<tr>
<td>118 Traffic Monitoring Systems</td>
<td>I-5, SR-52, SR-94 and I-805</td>
<td>Design, May-04</td>
<td>$6,500,000, $6,500,000, 2006</td>
</tr>
</tbody>
</table>

**Totals**

<table>
<thead>
<tr>
<th>Cost Estimate</th>
<th>Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>$72,800,000</td>
<td>$72,800,000</td>
</tr>
</tbody>
</table>
## Transportation Demand and Incident Management

### April 2003 Progress Report

<table>
<thead>
<tr>
<th></th>
<th>This Month</th>
<th>Last Month</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DEMAND MANAGEMENT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduced Travel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Person Trips Reduced</td>
<td>105,982</td>
<td>98,096</td>
<td>906,228</td>
<td>743,274</td>
</tr>
<tr>
<td>Vehicle Miles Traveled (VMT) Reduced</td>
<td>5,179,828</td>
<td>4,818,653</td>
<td>43,445,055</td>
<td>33,572,587</td>
</tr>
<tr>
<td>Reduced Emissions</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pounds of Smog-forming Pollution Reduced</td>
<td>14,389</td>
<td>13,385</td>
<td>120,678</td>
<td>93,254</td>
</tr>
<tr>
<td>Reduced Fuel Consumption</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gallons of Fuel</td>
<td>282,356</td>
<td>262,668</td>
<td>2,368,224</td>
<td>1,830,067</td>
</tr>
<tr>
<td>Reduced Costs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduced Auto Fees</td>
<td>$2,527,755</td>
<td>$2,351,503</td>
<td>$21,201,186</td>
<td>$16,383,424</td>
</tr>
<tr>
<td><strong>Program Activity</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Vanpools</td>
<td>264</td>
<td>257</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vanpool Passengers</td>
<td>2,458</td>
<td>2,404</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Companies in RideLink Subsidy Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Locker Members</td>
<td>454</td>
<td>444</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guaranteed Ride Home Participants</td>
<td>2,797</td>
<td>2,703</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Phone Calls Received</td>
<td>788</td>
<td>590</td>
<td>7,796</td>
<td>12,837</td>
</tr>
<tr>
<td>Carpool Matchlists Distributed</td>
<td>541</td>
<td>158</td>
<td>5,616</td>
<td>7,636</td>
</tr>
<tr>
<td><strong>INCIDENT MANAGEMENT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeway Service Patrol</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Assists</td>
<td>4,117</td>
<td>3,853</td>
<td>41,006</td>
<td>36,314</td>
</tr>
<tr>
<td>Freeway Changeable Message Signs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incident Broadcasts</td>
<td>44</td>
<td>27</td>
<td>401</td>
<td>222</td>
</tr>
<tr>
<td>Broadcast Duration (total minutes)</td>
<td>5,352</td>
<td>184</td>
<td>51,817</td>
<td>30,114</td>
</tr>
<tr>
<td>Freeway Incident Advisories</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sig Alerts</td>
<td>22</td>
<td>34</td>
<td>246</td>
<td>292</td>
</tr>
<tr>
<td>Sig Alert Duration (total minutes)</td>
<td>1,588</td>
<td>3,819</td>
<td>28,830</td>
<td>32,281</td>
</tr>
</tbody>
</table>
FY 2004 OVERALL WORK PROGRAM

Recommendation

It is the Executive Committee’s recommendation that the SANDAG Board of Directors approve the FY 2004 Overall Work Program (OWP) as outlined by the summary objectives for each work element shown in Attachment 1 to serve as the basis for carrying forward the regional planning program for FY 2004; to assist the Board and the Executive Committee in developing the FY 2004 Final Program Budget; and, for submission to the Intermodal Planning Group, Region IX, to serve as the basis for funding applications to carry forward the regional work program for FY 2004.

Introduction

The OWP describes the work elements that will be accomplished at SANDAG during the coming year. Work elements are those jobs that local elected officials and the citizens they represent believe are necessary to solve problems or otherwise improve the quality of life in the region. The OWP also includes a summary of local, state, and federal funding sources that support the work program. The OWP is used by the Executive Committee and the Board of Directors to help prepare SANDAG’s annual program budget.

The Draft FY 2004 OWP was submitted for local, state, and federal review in early March. Locally, the draft OWP is reviewed by all member jurisdictions and other interested agencies or individuals. Copies of the draft OWP were sent to all Board Members, Alternates, and advisory members, all city managers and the County CAO, and to all planning directors. The primary review is conducted and coordinated by the SANDAG Executive Committee.

Discussion

On April 8, 2003, staff met with representatives of the Intermodal Planning Group (IPG), Region IX, to review and discuss their comments regarding the Draft OWP. The IPG includes representatives from Caltrans District 11 and Sacramento, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The IPG feels that staff adequately responded to their comments and answered all questions to their satisfaction. The Intermodal Planning Group expressed great interest in SANDAG’s liaison with the Indian Tribes as well as with Mexico.
Attachment 1 is a detailed list of the summary objectives for each work element proposed for inclusion in the FY 2004 OWP. Some of the projects contain bold type to highlight new programs, products, or tasks for FY 2004.

Attachment 2 includes copies of all comments received and staff’s written response to those comments. The responses to the comments outline changes that will be made in finalizing the OWP. Comments were received from Caltrans District 11 and Headquarters, FHWA, FTA, the County of San Diego, and the City of Imperial Beach.

Following review by the Executive Committee at its May meeting, the FY 2003 Final Program Budget will be presented for Board action at its meeting of May 23, 2003.

An amendment to this Final OWP will be necessary later this year upon completion of the plan for the subsequent transition of project development and construction responsibilities from MTDB and NCTD per SB 1703. The initial transition of planning and programming responsibilities is incorporated in the FY 2004 OWP and preliminary Program Budget.

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Leslie Campbell, (619) 595-5340; lca@sandag.org

Funds are budgeted in Work Element #1.01

Note: Attachments were provided to all Board Members, Alternates, and local agency staffs. Copies can be obtained from SANDAG’s Public Information Office (619/595-5347) or SANDAG’s Web site (www.sandag.org)
RESOLUTION
NO. 2003-36

APPROVING AND AUTHORIZING SUBMISSION OF
THE FISCAL YEAR 2004 OVERALL WORK PROGRAM
AND CERTIFYING THAT THE REGIONAL PLANNING PROCESS
FOR THE SAN DIEGO REGION IS CONDUCTED IN ACCORDANCE
WITH ALL APPLICABLE FEDERAL AND STATE REQUIREMENTS

WHEREAS, the San Diego Association of Governments (SANDAG) requires the development of an annual Overall Work Program (OWP) to describe the regional planning program each fiscal year; and

WHEREAS, the United States Department of Transportation, Intermodal Planning Group, Region IX, as well as other federal and state granting agencies, require the submission of an annual Overall Work Program (OWP); and

WHEREAS, a draft Overall Work Program was submitted in March, 2003 for preliminary, SANDAG Executive Committee review, local member agency review; and Intermodal Planning Group review; and

WHEREAS, the SANDAG Executive Committee, local member agency, and Intermodal Planning Group comments, views and recommendations will be accommodated and incorporated into the Final OWP to the maximum extent possible; and

WHEREAS, this OWP and Final Budget include the initial transition for Planning and Programming from the transit agencies per SB 1703; and

WHEREAS, this OWP and Final Budget will require a mid-year amendment as they do not yet include work elements and funding for the subsequent transition from the transit agencies of responsibilities for project development and construction; and

WHEREAS, 23 CFR 450.334 requires that the San Diego Association of Governments, the designated Metropolitan Planning Organization (MPO) for the San Diego region, certify each year that the planning process is being conducted in conformance with the applicable requirements; NOW THEREFORE

BE IT RESOLVED by the Board of Directors of the San Diego Association of Governments that the Executive Director be and is hereby authorized to submit the FY 2004 Overall Work Program to the appropriate agencies in order to carry forward the regional planning program for FY 2004; and

BE IT FURTHER RESOLVED that the Executive Director or their designee is hereby authorized to submit grant applications and/or revenue claims in the amounts identified in the Overall Work Program or as modified by the funding agencies; and

BE IT FURTHER RESOLVED that in accordance with 23 CRF 450.334 and the Transportation Equity Act for the 21st Century, the San Diego Association of Government does hereby approve the FY 2004 OWP and certifies that its planning process will be implemented through this document in accordance with:
(2) Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7606(c) and (d);
(3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
(3) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. Law 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. Law 97-424, 96 Stat. 2100; 49 CFR Part 23; and,

PASSED AND ADOPTED this 25th day of April, 2003.

________________________________________           ATTEST: ______________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit Development Board, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, S.D. Unified Port District, S.D. County Water Authority, and Baja California/Mexico.
1. PROGRAM MANAGEMENT AND EXTERNAL RELATIONS

1.0.01 INTERGOVERNMENTAL RELATIONS AND PROGRAM MANAGEMENT. This element provides the overall management, coordination, and direction for carrying out the Overall Work Program (OWP). It ensures that planned activities are completed effectively and efficiently, with continued emphasis on the use of technology, and that activities are coordinated, both within SANDAG and with other agencies, based upon approved Board policy. This work element will monitor and measure the agency’s effectiveness in meeting the objectives outlined in the work program. Emphasis in FY 2004 will be to ensure a smooth transition of the planning, programming, project development, and construction functions of MTDB and NCTD into SANDAG. (Federal, State, and Local)

1.0.02 LOCAL TECHNICAL ASSISTANCE TO MEMBER AGENCIES. The objectives of this work element are to efficiently and effectively respond to member agencies’ requests for assistance and provide access to our extensive Regional Information System and technical capabilities. The Local Technical Assistance (LTA) program encompasses a variety of requests and activities that assist local agencies in their planning efforts and decision making. Emphasis in FY 2004 is to: (1) develop new or enhanced data products and services, including transportation modeling and analysis capabilities; and (2) complete the Binational Transportation Infrastructure Needs Assessment Study (BINS). (State and Local)

1.0.03 REGIONAL INTERGOVERNMENTAL REVIEW. The objective of this work element is to coordinate local and regional decisions about proposed projects with state and federal agencies. Emphasis in FY 2004 will be on SANDAG's intergovernmental review role involving projects of the Regional Transportation Plan and the Regional Comprehensive Plan (upon its adoption). (Federal and State)

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
1.0.04 PUBLIC INVOLVEMENT PROGRAM. The purpose of the Public Involvement Program is to inform and involve citizens in the consolidated agency's various programs, projects, and work activities. This includes, but is not limited to, lower income households, minorities, persons with disabilities, representatives from community and service organizations, tribal councils, and other public agencies. This element also assists in identifying and resolving environmental justice and social equity issues. Citizen participation objectives include involvement of interested citizens, stakeholders, and representatives of community organizations in agency work through timely workshops on topical issues, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision processes. Public information objectives include: easy access to agency reports and information, including increased use of the World Wide Web; publication of information materials highlighting agency activities; concise verbal and visual presentations; and consistent news media coverage of regional issues. During this fiscal year, specific emphasis will be placed on outreach support and public involvement during the development of the Regional Comprehensive Plan. Under the consolidated agency, methods also will be proposed to gain efficiencies among the agency and transit operators for enhanced coordination with public information, public involvement, customer relations, community and intergovernmental relations, marketing, advertising, and Web site management. (Federal, State, and Local)

1.0.05 ENVIRONMENTAL JUSTICE. Environmental Justice is the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws and policies. The objectives of this work element are to assure that SANDAG's plans and programs are environmentally just and to comply with all federal and state requirements for environmental justice and social equity and continued coordination with tribal governments. The emphasis in FY 2004 will be on outreach to disadvantaged communities. (Federal and State)

1.0.06 LIAISON WITH TRIBAL GOVERNMENTS. The objective of this work element is to promote coordination in regional and transportation planning between SANDAG, as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA), and the region’s Native American tribal governments. In FY 2004, the emphasis will be to develop a government-to-government relationship between SANDAG, representing the region’s 18 cities and the County of San Diego, and the 17 tribal governments representing the region’s Native Americans and having land use and other authority over the 18 reservations in the region. SANDAG will adopt a process to enhance communication between SANDAG and the Native American tribal governments in regional

**Bold** indicates new programs, projects, tasks, or emphasis areas for FY 2004.
planning (pending Caltrans grant approval). (Federal, State, and Local)

1.0.07 SANDAG SERVICES TO SOURCEPOINT. The purpose of SourcePoint is to assist SANDAG with providing regional information services and technical assistance to public and private organizations and individuals, including the provision of demographic and economic data and professional services. SourcePoint policy requires that charges for information and services provided be based upon competitive market rates, subject to full-cost reimbursement to SANDAG. This program shall account for all SANDAG services to SourcePoint, including management, marketing, systems maintenance, and any work on specific contracts or projects. Emphasis in FY 2004 is to: (1) continue to provide professional services to our established client base, including updated transportation models and databases for our transportation consultant clients, and labor market information to the Workforce Partnership; and (2) extend our consultant services to binational border issues, helping SANDAG accomplish its border area transportation objectives. (Local)

2. TECHNICAL SERVICES

2.1. Regional Information Systems

2.1.01 INFORMATION SYSTEMS MANAGEMENT. The objective of this work element is to provide computer hardware, software, network, Internet, and information system support for the Overall Work Program and administrative functions. As technologies evolve, systems are upgraded or replaced where changes save time, save money, and increase productivity. This work element also ensures strong network security and optimizes the delivery and accessibility of information to member agencies, partners, the public, and SANDAG staff. Emphasis in FY 2004 is to: (1) provide information systems infrastructure and support to facilitate agency consolidation; (2) optimize the functionality, ease of use, and features of the new collaborative communications package; and (3) implement an agency-wide fax-from-the-desktop solution. (Federal, State, and Local)

2.1.02 PC, INTERNET, AND DATABASE APPLICATIONS. The objectives of this work element are to improve work products and productivity through the application of database and programming technologies, and to increase the accessibility of the Regional Information System by developing, enhancing, and documenting custom software and database solutions for Overall Work Program and administration functions. This work element also assists local

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
agencies, Caltrans, and the transit operators in utilizing desktop computers and the Internet in planning and operations. Emphasis in FY 2004 is to: (1) improve and create direct access to data systems documentation; and (2) improve interfaces and increase functionality of key desktop and Web applications. (Federal, State, and Local)

2.1.03 TRAVEL DEMAND MODELING AND APPLICATIONS. The objectives of this job are to: (1) improve and maintain up-to-date documentation of our transportation modeling procedures; (2) produce travel demand forecasts for the Regional Transportation Plan and other regional and corridor level transportation planning studies; and (3) disseminate and analyze travel demand information. This work element also supports circulation element evaluations conducted through the Local Technical Assistance (LTA) and SourcePoint programs, and transit route evaluations conducted through the Assistance to Transit Operations and Planning (ATOP) program. Emphasis in FY 2004 is to: (1) validate transportation model estimates with data from the 2000 Census Transportation Planning Package and other sources; (2) finalize upgrades to the mode choice model; (3) complete documentation of new TransCad-based transportation model; and (4) evaluate the effectiveness of additional demographic variables in the trip generation and distribution models. (Federal, State, and Local)

2.1.04 CENSUS. The objectives of this work element are to increase the availability and use of census data and to provide coordination with the U.S. Census Bureau, the State Census Data Center network, and local jurisdictions in all aspects of census planning and data dissemination. Census information is used in many work elements, including the Regional Transportation and Comprehensive Plans and Local Technical Assistance (LTA) Program. Emphasis in FY 2004 is to: (1) work with the Census Bureau to improve the accuracy and completeness of their Master Address and the TIGER files by incorporating local data; (2) develop data products containing binational and other interregional census data and information from the American Community Survey; and (3) tabulate information from special census files for use in transportation and housing-related studies. (Federal, State, and Local)

2.1.05 DEVELOPMENT MONITORING AND FORECASTING. The objectives of this work element are: (1) to produce, analyze, and disseminate annual demographic and economic estimates, other indicators of development, and the Regional Growth Forecast; (2) to develop, refine, and document procedures and standards for our estimation and forecasting models; and (3) assess the impact of changing demographics on planning and policy issues. These activities directly support many work program elements, including the ______________

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
Regional Transportation and Comprehensive Plans, Local Technical Assistance (LTA) Program, and Regional Economic Prosperity Strategy. Emphasis in FY2004 will be to: (1) produce, disseminate, and finish documenting the Final 2030 Regional Growth Forecast; (2) prepare and document daytime population estimates and forecast; (3) move the subregional forecast allocation model (UDM) to a new computing platform; (4) update the regionwide forecast model (DEFM) to the NAICS employment classification system; and (5) investigate the potential for using less detailed (sketch-planning) models for policy and alternatives analysis. (Federal, State and Local)

2.1.06 GEOGRAPHIC INFORMATION SYSTEMS SERVICES. The objectives of this work element are to create, update, and disseminate geographic information system (GIS) databases, imagery, and applications. These comprehensive services support many work program elements, including the Regional Transportation and Comprehensive Plans, Regional Growth Forecast, Local Technical Assistance (LTA) Program, bi-national and interregional activities, and habitat and ecosystem planning. In addition, this work element coordinates the development of information and procedures to support stormwater management activities in the region. Emphasis in FY2004 is to: (1) complete the conversion to the ArcGIS software platform for improving our GIS services and capabilities; (2) enhance the coordination of GIS activities between federal, state, and local agencies; (3) improve the habitat tracking tool (HabiTrak) and expand its user base; and (4) prepare educational and outreach materials on the value and uses of digital imagery. (Federal, State, and Local)

2.1.07 ASSISTANCE TO TRANSIT OPERATIONS AND PLANNING. The Assistance to Transit Operations and Planning (ATOP) Program, formerly known as the Assistance to Transit Operators (ATO) Program, was established with the primary objective of developing, maintaining, and disseminating information for planning, marketing, and operations. This program supports transit service related decision making by making available relevant information regarding the characteristics of transit service areas, riders, and system performance. Project management and special project development also are offered through this program, along with other technical services. The products of this work element also are available to local jurisdictions for evaluating and planning community services. Emphasis in FY 2004 is to: (1) evaluate and restructure, if necessary, the ATOP Program to better serve the consolidated agency and transit operators; and (2) enhance and integrate, where appropriate, transit related software applications and information systems; and (3) expand weekend data collection to include passenger counts and surveys (pending Caltrans grant approval). (Federal and Local)

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
2.1.08 REGIONAL TRANSIT INFORMATION SYSTEMS INTEGRATION. The objective of this work element is to improve the ability of the region's transit agencies to coordinate operations planning and system analysis. Specifically, it will upgrade the region's transit stop inventory using Global Positioning Satellite (GPS) technology and integrate three data management systems that rely upon that inventory: (1) eStops, an Internet-based transit stop inventory maintenance system; (2) SANDAG's Passenger Counting Program (PCP) software; and (3) the planned Regional Transit Management System (RTMS). Emphasis in FY 2004 is to complete this project by: (1) incorporating the data collected through the physical transit stop inventory into the eStops database; (2) implementing the final version of the redesigned and integrated PCP system; (3) integrating the eStops database with the RTMS; and (4) developing a blueprint of the integrated system for use by transit agencies outside the region. This project is funded by a special Caltrans grant. (Federal, State, and Local)

2.1.09 REGIONAL TRANSPORTATION INFORMATION SYSTEM. The objective of this work element is to create, update, and disseminate data on the regional transportation system, including commute travel times, traffic and bicycle counts, and traffic generators. This work, done in coordination with local agencies, Caltrans, NCTD and MTDB, provides transportation databases for developing and validating our transportation models, monitoring the performance of the regional transportation system, and supporting operational decisions. Emphasis in FY 2004 is to: (1) update the commute travel time database; (2) improve collection methods for data received from outside agencies; and (3) study the feasibility and design of automated means for collecting travel behavior information. (Federal, State, and Local)

2.1.11 BEFORE AND AFTER STUDY FOR OCEANSIDE-TO-ESCONDIDO RAIL PROJECT. The objective of this job is to collect and analyze information leading to the identification of the impacts of the Oceanside-to-Escondido Rail Project and an assessment of the accuracy of the forecasts prepared during project planning and development. The Before and After Study is a required element of all Section 5309 New Starts projects funded by the FTA through the Transportation Equity Act for the 21st Century (TEA-21). Construction on the Oceanside-to-Escondido Rail Project is scheduled to begin in March 2003, with the start of service scheduled for August 2005. (Federal)

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
2.2. Economic

2.2.01 REGIONAL ECONOMIC PROSPERITY STRATEGY. The purpose of this work element is to help local jurisdictions, economic development organizations, and other agencies providing regional services understand the strengths and weaknesses of the local economy and its relationship with state, national, and international economic activity. The Strategy has established a mechanism to accomplish this goal by identifying the public policy changes and major capital facility improvements needed to facilitate a comprehensive restructuring of the local economy, and to identify ways to collaborate with other agencies in the region to carry out the Strategy and monitor the region’s progress. Attention has been given to identifying and retaining the most important economic and fiscal contributors. Emphasis in FY2004 is to continue to support work on the Prosperity Strategy, including updating our cluster employment database, beginning to update the Strategy itself, and monitoring our progress toward regional prosperity. The monitoring work will be coordinated with the Performance Monitoring for the Regional Comprehensive Plan project. (Local)

2.2.02 FISCAL ABILITIES AND RESPONSIBILITIES. The purposes of this work element are to evaluate the region’s public financing system, to provide solutions to fiscal problems related to SANDAG’s Regional Growth Forecast and transportation planning programs, and to formulate financing alternatives for regional infrastructure, including proposals for state/local fiscal reform. Emphasis in FY2004 is to: (1) continue work on state/local fiscal reform, including a strategy to move the fiscal reform agenda to the regional level; (2) investigate the region’s capital improvement financing strategies, in conjunction with work elements 3.1.02 (Regional Comprehensive Plan) and 2.2.01 (Regional Economic Prosperity Strategy); and (3) under SANDAG’s new consolidated structure, investigate submitting proposed transit projects to an economic analysis to determine highest and best use of funds. (Local)

2.2.03 COORDINATING LAND USE AND THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM. The purpose of this work element is to build upon the employment lands inventory created by SANDAG in conjunction with the San Diego Regional Economic Development Corporation in 2000. The parcel-based employment lands inventory was developed utilizing real estate experts to identify the timing and classify the development potential of land for non-retail employment uses. We propose to create a similar parcel-based inventory for residential uses, including vacant parcels and parcels with redevelopment potential. In tandem, both the residential and

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
employment lands inventories will facilitate the analysis and impacts of the spatial location of jobs and housing and the identification of sites for mixed-use, redevelopment, and transit-orientated development. Moreover, we plan to investigate the nexus and potential use of these parcel-based inventories as a criterion for determining projects contained in the Regional Transportation Improvement Program and as a means for directing transportation infrastructure investments where they are most needed. Finally, we will build upon our nationally recognized GIS and Internet-based tools to promote widespread dissemination and use of the residential and employment land use inventories (pending Caltrans grant approval). (State and Local)

2.3. Criminal Justice

2.3.01 REGIONAL CRIMINAL JUSTICE RESEARCH AND CLEARINGHOUSE. This project serves to support local criminal justice planning and policy making by providing analyses of crime and trends, and the response to crime. The Clearinghouse maintains current and historical information about crime patterns, arrests, and descriptions of offenders and victims. In addition, the Clearinghouse functions as the infrastructure for developing research designs to evaluate the effectiveness of prevention and crime-reduction strategies. The program provides the means to seek and secure research funds from state and federal sources. Assistance to member agencies occurs through these avenues: biannual crime reports, resource and information, quality assurance studies of crime-related data, impact assessments, long-term evaluations of critical issues, and grant writing assistance. With respect to the last item, this program convenes a monthly grants coalition meeting, attended by member agencies and representatives from justice, health, and other service providers. In addition, this program provides agencies with an evaluation component often required by state- and federally-funded local programs. Through the Clearinghouse, program staff also conduct the analyses of offender drug use and monitor the jail population with respect to crowding issues. (Locally Initiated)

2.3.02 ARRESTEE DRUG ABUSE MONITORING (ADAM) PROGRAM. This project provides local policy makers and criminal justice practitioners with an objective indicator of drug use trends among the adult offender population. Results are used to identify potential drug epidemics, determine drug treatment needs, and as a means to measure drug prevention and control efforts. The National Institute of Justice has provided the funding to conduct the jail interviews for 15 years. Work element 2.3.01 provides the funding to conduct the analyses of the drug trend data. The ADAM database is increasingly important to local policymakers for the purposes of targeted

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
enforcement and treatment intervention. The ADAM program examines drug use patterns of adults booked into detention facilities. (Locally Initiated)

2.3.03 REFLECTIONS. This work element documents annually the results of a day treatment center for youthful offenders administered by the San Diego County Probation Department. About 200 youth are served annually. The SANDAG evaluation tracks the characteristics of the youth, the types of interventions or services received, and the impact on recidivism. The evaluation report for this project is updated annually. (Locally Initiated)

2.3.04 WORKING TO INSURE AND NURTURE GIRLS’ SUCCESS (WINGS). The number of females entering the criminal justice system increased significantly in recent years. This program, administered by the San Diego County Probation Department, acknowledges the need for the system to provide gender-responsive services. The probation department received $5 million from the California Board of Corrections to implement a multi-disciplined home visiting model for girls referred to probation. SANDAG is providing an assessment of the program’s effectiveness by monitoring the interventions, the behavior of the program participants, and interviewing young women and their parents. A final report for this project will be produced during the current fiscal year. (Locally Initiated)

2.3.05 ADDRESSING THE NEEDS OF MENTALLY ILL CRIMINAL OFFENDERS CONNECTIONS PROGRAM. The San Diego County Sheriff’s Department received a grant from the California State Board of Corrections to implement a specialized program for mentally ill offenders. These offenders represent about 15 percent of the jail population and revolve through the system. A significant concern has been the lack of adequate assessment at jail entry and specialized case management upon release. The Sheriff’s Department is partnering with mental health professionals and the San Diego County Probation Department to provide a multi-disciplined case management approach to secure a stable residence for individuals, connect them to appropriate community services, and reduce their involvement with the justice system. In FY 2000, the Sheriff’s Department contracted with SANDAG to conduct a process and impact assessment utilizing an experimental research design to include a treatment and a comparison group. A one-year extension was granted in 2001. The project will be completed in FY 2004. (Locally Initiated)

2.3.06 JUVENILE JUSTICE CRIME PREVENTION ACT (JJCPA). In 2001, the San Diego County Probation Department received state funding through the Schiff-Cardenas Crime Prevention Act of 2000 (CPA 2000, now referred to as the

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
Juvenile Justice Crime Prevention Act or JJCPA). Based upon the recommendation of the local Juvenile Justice Coordinating Council, JJCPA funds are used to continue and augment existing and proven juvenile programs and to meet the needs/gaps in the identified communities. With the continuation of this funding for a third year, the Criminal Justice Research Division will be continuing its evaluation of seven components of the project by collecting information for JJCPA participants during their period of program participation. The programs include prevention and intervention strategies through community-based programs and emphasis on truancy and substance abuse. (Locally Initiated)

2.3.07 COMMUNITY SEX OFFENDER MANAGEMENT PROJECT. As the lead agency, the San Diego County Probation Department received funds from the federal Department of Justice to develop a coordinated approach for the management of sex offenders within the county. This multi-agency collaborative has these primary components: assessment, supervision, monitoring, treatment, incapacitation, and victim advocacy. SANDAG will be the research coordinator and provide direction regarding information needs necessary to develop standardized protocols. This project will be completed in FY 2004. (Locally Initiated)

2.3.08 YOUTH OF COLOR HIV/SUBSTANCE ABUSE PREVENTION PROJECT EVALUATION. In FY 2002, EYE Counseling and Crisis Services received a three-year grant from the federal Center for Substance Abuse Treatment (CSAT). The purpose of this grant is to target minority youth in North Inland County and to provide outreach, education, and services to reduce the risks associated with HIV and substance abuse. Due to organizational changes at the EYE, Mental Health Services Inc. is responsible for this grant. SANDAG is responsible for completing the process and impact evaluation for this project. The final report for this project will be completed in FY 2004. (Locally Initiated)

2.3.09 ASSESSMENT OF BATTERED WOMEN’S SHELTERS. Local shelters for battered women provide both emergency services and transitional housing for women and children who experience violence in the home. The State Department of Health Services requires each shelter to conduct an assessment of the individuals served and to record the interventions provided. Five of the shelters want to collaborate with SANDAG for the purpose of standardizing the evaluation. SANDAG researchers will coordinate the data collection efforts. The final report for this project will be completed in FY 2004. (Locally Initiated)

2.3.10 ASSESSMENT OF THE CITY OF SAN DIEGO SYRINGE EXCHANGE PROGRAM. In November 2001, the City of San Diego approved the implementation of a

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
pilot program to provide clean syringes to those who inject illegal drugs. The exchange program includes education about the dangers and consequences of drug abuse and referrals to drug treatment services. The purposes of the program are to reduce the spread of infectious diseases and encourage individuals to enter available drug treatment services. The California Endowment funds the program. Other partners include Johns Hopkins University, and administrative oversight is provided by the Alliance Healthcare Foundation. The Alliance selected SANDAG researchers to conduct the required assessment of the program. Final data collection and the completion of a final report will occur in FY 2004. (Locally Initiated)

2.3.11 PATHWAYS TO TOLERANCE: AN ASSESSMENT OF PROGRAM FOR YOUNG OFFENDERS. Destructive youth behavior includes harassment, intimidation, bullying, taunting, graffiti, name-calling, and fighting. According to the U.S. Department of Justice, these behaviors become hate and bias-motivated when the victims are intentionally selected because of race, color, religion, national origin, gender, disability, or sexual orientation. At the request of several schools, the Anti-Defamation League (ADL) has provided programs to address discriminatory incidents on campus. Recently, the Juvenile Court reported an increase in bias crimes among youth referred to the court. Based upon the interests of members of the community, the schools, and the juvenile court, the ADL sought and received funds from the California Endowment to enhance their anti-bias curriculum and training to reach greater numbers of the region’s population. Since the funding source requires an evaluation component, ADL asked that SANDAG undertake such an assessment. The final report for this project will be completed in FY 2004. (Locally Initiated)

2.3.12 ASSESSMENT OF LITERACY PROGRAM FOR INCARCERATED YOUTH. The ability to read, or literacy, is highly correlated with delinquent and adult criminal behavior. The Presiding Judge of the San Diego Superior Court Juvenile Division and the District Attorney, in partnership with Probation and the County Department of Education, have implemented a specialized literacy program targeted to young male offenders committed to local detention facilities. The purpose of this 12-month pilot is to improve the reading skills of the young men to enhance their opportunities for employment and education. SANDAG staff has been asked to conduct an evaluation of the program. The Judge is seeking additional funding to follow the youth for three additional years following program completion. (Locally Initiated)

2.3.13 SUBSTANCE ABUSE MONITORING FOR YOUTH. In fiscal year 2003, funding for interviews with juveniles was discontinued by the

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
National Institute of Justice (NIJ). Formerly, this program was part of the ADAM program (work element 2.3.02). Local interest to retain the program to monitor illegal drug use among juveniles led to funding support by the local HIDTA (High Intensity Drug Trafficking Areas). This is a multi-year agreement. (Locally Initiated)

2.3.14 YOUNG OFFENDER REENTRY. In response to the multiple needs of incarcerated youth returning home to San Diego County, Community Connection Resource Center, as the lead agency, in collaboration with the California Youth Authority (CYA) and the San Diego Project, has applied for a three-year federal grant from the Center for Substance Abuse Treatment (CSAT). If funded, the project would provide enhanced case management services, including alcohol and drug treatment, to young men and women as they transition back to the community. The purpose of the grant is to document the actual needs of these youth, while also providing appropriate treatment in order to reduce the rate of recidivism. SANDAG staff will be responsible for conducting both a process and an impact evaluation of this project (pending grant approval). (Locally Initiated)

2.3.15 A COMPARATIVE ANALYSIS OF SEX OFFENDER MANAGEMENT PRACTICES. SANDAG, as the administrative agency, in partnership with the San Diego County and Riverside County Probation Departments, submitted a proposal for a two-year federal grant to the National Institute of Justice to conduct research on the management of sex offenders in each of the counties. In July 2001, San Diego adopted the “best practices” Containment Approach Model to supervise sex offenders in the community. The Model places offenders in a tight web of surveillance, monitoring, and treatment as they are supervised by a team consisting of probation officer, a victim advocate, a treatment provider, and a polygraph examiner. As there is little empirical research demonstrating the actual efficacy of this strategy, SANDAG will conduct research to determine how effective the Model is in managing sex offenders in the community compared to the more traditional forms of management currently in place in the comparison county (pending grant approval). (Locally Initiated)

2.3.16 GIRLS’ GENDER-SPECIFIC SUPPORT AND EDUCATION PROGRAM. A collaborative of four community-based agencies that serve youth - South Bay Community Services, North County Lifeline, Social Advocates for Youth, and San Diego Youth and Community Services - has applied for a two-year federal grant from the Substance Abuse and Mental Health Services Administration (SAMHSA). The proposed project will address the need of gender-responsive services for girls

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
involved in the juvenile justice system. Building upon the success of San Diego County Probation Department’s CATs (Community Assessment Teams) and WINGS (Working to Insure and Nurture Girls’ Success), the four agencies will provide assessment-based, gender-appropriate services to girls referred by the CAT program. The overall goal is to increase their protective factors and decrease their risk factors. SANDAG will provide the local evaluation to document the process and provide feedback to the agencies (pending grant approval). (Locally Initiated)

2.3.17 YOUTH VIOLENCE PREVENTION. Recognizing the role of literacy, as well as positive youth development activities in the prevention of youth violence, the YMCA submitted a two-year federal grant proposal to the Substance Abuse and Mental Health Services Administration (SAMHSA) to combat youth violence in San Diego. In collaboration with the San Diego Coalition to Prevent Youth Violence, the YMCA is seeking to expand the Girls YMCA Reading and Literacy (GYRLS) program and to raise awareness about youth violence and prevention opportunities in the community through an educational campaign. SANDAG’s evaluation would document if the project design was implemented as planned and what effect these efforts had (pending grant approval). (Locally Initiated)

2.4. Communication Services

2.4.01 PROGRAM GRAPHICS AND PRINTING SUPPORT. This element provides a full range of graphics and printing support services for the agency’s plans, programs, and projects. The services include all in-house graphics production of maps, figures, reports, brochures, Web-based products, and other printed as well as audio/visual materials. Under the consolidated agency, methods will be proposed to gain efficiencies among the agency and transit operators with graphics products and printing support. (Federal, State, and Local)

2.4.02 TRANSIT FIRST SHOWCASE VIDEO. The objective of this job is to produce a video that shows innovative transit service and its integration with local smart growth land uses in specific transportation corridors. The intent of this video is to provide an effective means of visualizing these improvements before actual transit service and land use changes are made. The video will allow the public to gain a better understanding about the region’s new transit system and provide feedback about project implementation (pending Caltrans grant approval). (State and Local)

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
3. PLANNING

3.1 Regional Comprehensive Plan

3.1.01 REGIONAL PLANNING COORDINATION. The objective of this work element is to strengthen the relationship among local and regional plans. Emphasis in FY 2004 will be on: (1) integrating planning along the borders and the Regional Comprehensive Plan (RCP) with SANDAG Transportation, Economic Services, and Research work elements; (2) completing the RCP and strengthening the relationship between local and regional plans and between land use and transportation plans; and (3) identifying and enacting implementation strategies for the RCP. (Local)

3.1.02 REGIONAL COMPREHENSIVE PLAN. The objective of this work element is to prepare the Regional Comprehensive Plan (RCP) for the San Diego region in the context of the greater Southern California/ Baja California region. The Plan would strengthen the integration of the local and regional plans for land use, transportation systems, infrastructure needs, and public investments within a regional smart growth framework. Emphasis in FY 2004 will be on preparing a draft and final RCP; engaging the public, including traditionally under-represented populations, key stakeholders, and local elected officials in an effective public involvement program that ensures early and continuous public involvement in all planning decision-making; integrating the comments and ideas from the public and stakeholders into the RCP; and preparing necessary environmental documentation. The RCP will include a defining vision and core values, and the following components: (1) urban form (including spatial distribution, urban design, and walkable communities); (2) ecosystems (including habitat conservation, air quality, water quality, and shoreline preservation); (3) borders (including international and interregional borders); (4) economic prosperity (including standard of living, workforce development, international trade, and hazardous waste); (5) public facilities (including energy, solid waste, and water supply); (6) housing; (7) transportation; and (8) implementation (including the list of infrastructure, reprogramming, public policies, and a financing strategy; implementation actions and responsibilities; and performance monitoring). The RCP also will address social equity and environmental justice issues through public outreach, plan preparation, and analysis efforts. This work element will be coordinated with numerous other work elements within the Overall Work Program. (State and Local)

____________________

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
3.1.03 PERFORMANCE MONITORING FOR THE REGIONAL COMPREHENSIVE PLAN. The purpose of this work element is to monitor the region's performance and progress on meeting the goals and objectives cited in the Regional Comprehensive Plan. Maintaining and improving the region's quality of life is an overall goal of the RCP and the Plan’s performance monitoring system will address this. (Local/State)

3.2 Multi-Modal

3.2.01 REGIONAL TRANSPORTATION PLAN. The objectives of this job are to maintain and amend (as needed) the 2030 Regional Transportation Plan (RTP). During FY 2004, the emphasis will be on ongoing public information and refining the Systems Development and Financial components of the RTP in preparation for a potential TransNet sales tax measure extension on the November 2004 ballot. The RTP is a key component of the Regional Comprehensive Plan (RCP) (work element 3.1.02), and FY 2004 activities will include the integration of the 2030 RTP and RCP, including aviation. This work element is prepared in accordance with state and federal guidelines. (Federal and State)

3.2.02 HIGHWAY DEVELOPMENT PLAN. The objectives of this work element are to: (1) coordinate and refine highway development plans with federal, state, and local agencies, (2) integrate these plans with transit system and arterial network planning activities, (3) assess local freeway interchange and direct HOV/Managed Lane access ramp needs, (4) assess how best to standardize the highway evaluation criteria with transit service and arterial project evaluation criteria, and (5) provide support to the City of Coronado for the development of the Major Investment Study for the SR 75 corridor. In FY 2004, emphasis will be placed on refining the HOV/Managed Lane network and assessing local interchange and direct access ramp needs. (Federal and State)

3.2.03 TRANSIT DEVELOPMENT PLAN. The objective of this job is to continue toward implementation of the Regional Transit Vision (RTV), a long-range transit planning and land use vision for the region. Areas of emphasis include: (1) working with NCTD and MTDB on service planning issues; (2) assessing how best to standardize the transit service evaluation criteria with highway and arterial project evaluation criteria; and (3) actively pursuing Transit First Showcase and Early Action project development. Additional emphasis will be to continue to integrate the principles of the RTV into local and regional planning and policymaking. An annual progress report on RTV implementation will be prepared. (Federal, State, and Local)

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
3.2.04 ARTERIAL DEVELOPMENT PLAN. The objectives of this work element are to:
(1) coordinate regional arterial issues with federal, state, and local agencies,
(2) integrate these plans with transit system and highway network planning
activities, (3) assess how best to standardize the arterial street evaluation
criteria with highway and transit service project evaluation criteria, and (4)
prioritize planned arterial widening and extension projects on the
Regionally Significant Transportation Network in coordination with the
Cities/County Transportation Advisory Committee. In FY 2004, emphasis
will be to prioritize arterial projects on the Regionally Significant
Transportation Network. (Federal and State)

3.2.05 NONMOTORIZED DEVELOPMENT PROGRAM. This job focuses on updating
and implementing the regional bicycle facilities plan along with the
programming of the TDA and TransNet funds for bicycle and pedestrian
facilities. In addition, work under this element will be coordinated with the
Urban Form component of the RCP to ensure a strong link to land use
development and its integration with SANDAG’s smart growth plans and
policies and with efforts to develop design guidelines and operating and
maintenance recommendations for nonmotorized facilities under work
element 5.1.15: (Maintenance and Operations In Planning of Nonmotorized
Facilities). The emphasis in FY 2004 will be on revising project funding
criteria, and on selecting nonmotorized projects for funding under
the next federal transportation reauthorization. (Federal, State, and
Local)

3.2.06 FREIGHT/INTERMODAL PLANNING AND DEVELOPMENT. The objectives of
this job are to coordinate freight/intermodal planning efforts among various
agencies and to coordinate border area freight planning. Emphasis in FY
2004 is to complete the development of an improvement plan for
intermodal connectors for the San Diego region. (Federal, State, and
Local)

3.2.07 INTERCITY RAIL AND HIGH-SPEED RAIL PLAN. The objective of this job is to
coordinate all planning and project development activities in the two major
north-south intercity rail corridors serving the San Diego region. Emphasis
in FY 2004 will be on continued coordination between planning,
programming, and operating agencies along the Coastal Corridor in
order to move ahead with project-specific work. In addition,
SANDAG will continue to support efforts by the California High-
Speed Rail Authority to study high-speed passenger rail service in
the I-15 corridor, a top priority corridor for the region. Federal
legislation reauthorizing funding for transit and rail projects will be
monitored to ensure that the Los Angeles-San Diego-San Luis Obispo
(LOSSAN) rail corridor is properly defined and projects along the entire

____________________

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
corridor are eligible for funding. SANDAG will continue to staff the LOSSAN Board of Directors and Technical Advisory Committee, as well as the San Diego Regional High-Speed Rail Task Force. (State and Local)

3.2.08 TRANSPORTATION PLANNING FOR SENIORS AND PERSONS WITH DISABILITIES. The objectives of this work element are to: (1) assist transit and paratransit operators in implementing the Americans with Disabilities Act (ADA) through the Subcommittee for Accessible Transportation (SCAT); (2) provide technical assistance to the region’s Coordinated Transportation Service Agency (CTSA); and (3) work with agencies implementing federal, state, and local transportation programs for senior citizens and persons with disabilities. (Federal and State)

3.2.09 TRANSPORTATION FINANCIAL PLANNING. The objectives of this job include: (1) updating and refining financial analyses related to the 2030 Regional Transportation Plan (RTP), as needed; (2) coordinating activities relating to evaluation and analysis of proposed legislative and policy changes at the state and federal levels impacting transportation funding; and (3) providing assistance to the local jurisdictions and transit operators on transportation funding issues, including the provision of revenue forecasts for various funding sources for use in local agency budget and capital improvement program development. Emphasis in FY 2004 will be on implementing the region’s policies through the federal TEA-21 reauthorization process. (Federal, State, and Local)

3.2.10 AIR QUALITY PLANNING/CONFORMITY. The objective of this job is to improve the region’s air quality by complying with state and federal requirements for coordination of transportation and land use activities. Efforts will include: (1) coordinating transportation and air quality planning with local, state, and federal agencies in accordance with adopted Transportation Conformity Procedures and other statewide efforts; (2) conducting transportation and emissions analyses for redetermining conformity of the 2030 Regional Transportation Plan (RTP) using new Carbon Monoxide budgets and determining conformity of the Regional Transportation Improvement Program (RTIP) with the Regional Air Quality Plan, as required; (3) monitoring U.S. Environmental Protection Agency’s guidelines on the implementation of the new eight-hour ozone and particulate matter standards and potential revisions to the State Implementation Plan (SIP) for the San Diego region; and (4) monitoring redesignation to attainment/maintenance status for the federal one-hour ozone standard. Emphasis in FY 2004 is to conduct conformity analyses of 2002 RTIP amendments, as needed, and redetermining conformity of the 2030 RTP, based upon the new carbon monoxide

____________________

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
budget, as well as preparing emissions analyses for potential updates of the SIP. (Federal and State)

3.2.11 I-5/I-805 TRANSPORTATION STUDY. The purpose of this work element is to complete the transportation improvement program for the Interstate 5 (I-5) and Interstate 805 (I-805) corridors initiated in FY 2003. The entire I-805 corridor will be included in this project, as well as I-5 south of State Route (SR) 54 to the international border. This study will be coordinated with Caltrans and will contain the elements required for a Caltrans Project Study Report-Project Development Support (PSR-PDS) document for the I-805 corridor. It also will draw from the results of the Central I-5 Corridor Study and the regional High Occupancy Vehicle (HOV)/Managed Lane Study completed in FY 2003. An extensive public involvement program will ensure that the plan reflects the interests of the residents and businesses located within the corridor. Emphasis in FY 2004 is to evaluate transportation alternatives to select a preferred strategy for corridor improvements and to finalize the study recommendations. (Federal, State, and Local)

3.2.13 NORTH-SOUTH TRANSPORTATION FACILITY STUDY. The purpose of this job is to evaluate the need for and feasibility of a new or enhanced north-south transportation facility (e.g., regional arterial, expressway, freeway, or transit solution) either east or west of Interstate 15. This study is the second phase of the Routes 67/125 Corridor Study. The first phase, which focused on improvements to Route 67, was completed in FY 2002. The second phase of this study was started in FY 2003. (Federal, State, and Local)

3.2.14 REGIONAL RAIL GRADE SEPARATION STUDY. The objective of this job is to determine the region-wide need for rail grade separations, both roadway and pedestrian, and to develop project ranking criteria for funding. A preliminary list of candidates includes certain intersections along the San Diego Trolley system, along the Oceanside-Escondido Rail line, and along the Coastal Rail Corridor. Emphasis will be on determining evaluation criteria to prioritize these intersections, and to develop a set of design guidelines that can be used for pedestrian crossings. (Federal, State, and Local)

3.2.15 TRANSIT CENTER/PARK AND RIDE LOT STUDY. The objective of this work element is to develop a methodology for evaluating parking needs at existing and future major transit centers and to apply that methodology to future locational planning efforts. Emphasis will be on collecting data on mode of access to existing transit centers, parking utilization rates, and land uses, street patterns, and demographics of the areas surrounding these major centers. These

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
data will be used to develop a methodology for determining parking demand at future station locations. (Federal and State)

3.2.16 CENTRE CITY SAN DIEGO TRANSIT FIRST STUDY. The objective of this job is to develop a comprehensive long-term capital and operating transit action plan for Centre City San Diego consistent with the Regional Transit Vision. The action plan will identify activities and projects to improve transit services, operations, facilities, and amenities in downtown San Diego. The plan will be prepared in partnership with CCDC for incorporation into the Centre City Community Plan update. The action plan will be based upon Transit First strategies, including transit priority measures, customer amenities at stops and stations, and integration into surrounding land use through enhanced design. (Federal and State)

3.2.17 NORTH BAY AND BEACH AREA TRANSIT FIRST STUDY. This job would refine the Regional Transit Vision to develop a Transit First Action Plan that identifies a network of Transit First projects, including station and priority treatment locations for further short- and long-term development in the North Bay and Beach area. (Federal and State)

3.2.18 MID-COAST CORRIDOR TRANSIT STUDIES. A Mid-Coast Action Plan has been adopted that identifies Transit First projects for the Mid-Coast corridor. Additional studies will be conducted in FY 2005 to further evaluate LRT alignment alternatives through the UCSD campus that result in a recommended preferred alignment. Complete the LRT/BRT comparative analysis and obtain policy board selection of a mode for the Mid-Coast project. Finally, a coordinated supporting bus plan will be developed that includes enhanced service to the new Nobel Drive Coaster Station and the Sorrento Valley Coaster Station. (Federal and State)

3.2.19 INTERMODAL TRANSPORTATION SYSTEMS MANAGEMENT AND COORDINATION. The purpose of this job is to develop a multi-modal transportation systems management (TSM) and operations plan to help achieve the regional mobility and performance goals contained in the 2030 Regional Transportation Plan (RTP). The TSM Plan would focus on the integration of management and operations for all of the region’s transportation modes, services, and programs to assure optimum performance, coordination, and balanced use of existing transportation infrastructure. The TSM Plan would provide short- and long-term direction on how the region’s transportation agencies and SDCRAA coordinate day-to-day operations in order to optimize

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
overall performance and minimize delay. The plan would focus on optimizing the capacity for each transportation mode (freeways, arterial streets, transit, and aviation). The initial emphasis will be in the following areas: daily commute traffic, weekend and special event traffic, mitigation of incident and construction impacts, and intermodal connections to aviation facilities. The transportation systems management and operations plan will utilize the tools and technologies now being installed in the region as part of SANDAG’s Regional Intelligent Transportation Systems (ITS) Strategic Plan and Architecture. (Federal and State)

3.2.21 SMART GROWTH PILOT PROGRAM. The purpose of this job is to develop strategies for an incentive-based program that encourages land use decisions supportive of the region’s commitment to the Regional Transit Vision (RTV). This effort will include the development of procedures for specific project identification, evaluation, and selection. This work would be coordinated with the policies and definitions as identified in the Regional Transportation Plan (RTP) (work element 3.2.01) and the Regional Comprehensive Plan (RCP) (work element 3.1.02). (Federal and State)

3.2.22 REGIONAL SHORT-RANGE TRANSIT SERVICE PLANNING. The objectives of the effort are to provide service planning and analyses to address transit needs and community issues related to transit service. Planning, operational studies, development of the Regional Fare Policy and local fare studies, and transit service performance monitoring will be conducted as needed to address transit deficiencies, community concerns, and development opportunities. Activities projected for FY 2004 include the development of the Regional Short-Range Transit Plan. (Federal and State)

3.2.23 REGIONAL SHORT-RANGE TRANSIT PLAN UNDER A CONSOLIDATED AGENCY. The objective of this program is to integrate the short-range transit plans (SRTPs) of MTDB and NCTD to create a single integrated transit plan to guide short-range planning and service decisions. Emphasis will include: (1) conducting a gap analysis to identify services that historically may not have been provided across transit district boundaries, (2) identifying service improvements and adjustments facilitated by the consolidation of the planning and programming functions of the two districts, (3) integrating service evaluation measures, and (4) developing a regional strategy to best implement the mobility goals in the 2030 RTP, independent of district boundaries (pending Caltrans grant approval). (State and Local)

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
3.2.24 RURAL TRANSPORTATION NEEDS ASSESSMENT STUDY. The objective of this work element is to bring together SANDAG, Caltrans, the County of San Diego, the region’s tribes, and rural communities in a partnership to assess rural transportation needs, especially those of reservations and others who live nearby, and propose intermodal solutions. The project will identify the mobility and access needs of the rural communities of the San Diego region and provide an assessment of its transit system’s continuity within and between areas and regions (pending Caltrans grant approval). (Federal and State)

3.3 Land Use, Environment, and Infrastructure

3.3.01 REGIONAL HOUSING PROGRAM. The objective of this work element is to increase the supply of, and ensure access to, a variety of housing choices for all existing and future residents of the region, regardless of income. Emphasis in FY 2004 will be on: (1) identifying strategies that will enable the local jurisdictions to meet their housing (especially affordable housing) needs; and (2) coordinating with work proceeding under the housing element of the Regional Comprehensive Plan. (Federal and State)

3.3.02 REGIONAL OPEN SPACE AND NATURAL RESOURCE STRATEGIES. The objective of this element is to enable the better protection, preservation, and management of the regional open space system by: (1) assisting the north county cities, as requested, implement the Multiple Habitat Conservation Program; (2) in coordination with the work of the Integrated Regional Infrastructure Strategy (IRIS) under the Regional Comprehensive Plan (work element 3.1.02), identifying a regional funding source to implement the habitat conservation programs; (3) coordinating with the work proceeding under the Environmental Element of the Regional Comprehensive Plan; (4) providing habitat conservation planning and funding coordination services for the region; and (5) identifying state and federal resources for plan implementation. (Local)

3.3.03 REGIONAL SHORELINE MANAGEMENT STRATEGIES AND PROGRAM. The objective of this element is to preserve and enhance the region’s shoreline resources. Emphasis in FY 2004 will be on: (1) developing funding strategies as part of the Integrated Regional Infrastructure Strategy (IRIS) work under the Regional Comprehensive Plan (work element 3.1.02) to enable continuing implementation of the restoration of eroded beaches on a regional basis; (2) monitoring of sand movement and environmental effects of the first phase of the

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
Regional Beach Sand Project; and (3) continuing development of a long-term management plan for shoreline and near-shore habitat and resources. This element would be included as part of the Healthy Ecosystem Component of the Regional Comprehensive Plan. (Local)

3.3.04 REGIONAL WATER STRATEGIES. The objectives of this work element are to assist the local jurisdictions in meeting their stormwater permit requirements; identify areas where regional approaches would benefit regional water quality and watershed planning; and to monitor and respond to regional water supply issues. These objectives will be met by: (1) participating in regional workgroups to analyze the impacts of various activities upon the watersheds in the region and develop responses to these impacts, especially those associated with transportation infrastructure improvements; (2) continuing to partner with Caltrans and the local jurisdictions to identify data needs for effective regional water quality planning in conjunction with the Geographic Information Systems Services (work element 2.1.06); (3) continuing partnership with the County Water Authority to address water supply issues and with the Regional Water Quality Control Board to address water quality issues on a regional level; (4) coordinating stormwater, water quality, and watershed management with local and regional plans and programs, including the Regional Comprehensive Plan (work element 3.1.02); (5) participating in regional outreach and education programs; and (7) providing technical assistance, as requested. (Federal, State, and Local)

3.3.05 REGIONAL ENERGY STRATEGIES. The objective of this work element is to enhance energy information, savings, and resources for the San Diego region. Emphasis in FY 2004 will be on coordinating and assisting with actions to implement the San Diego Regional Energy Strategy and Energy Actions in the Regional Comprehensive Plan and the Regional Transportation Plan. Both the Regional Energy Strategy and the Regional Transportation Plan will be included as part of the work on the Regional Comprehensive Plan (work element 3.1.02). (Local)

3.3.06 INTEGRATED WASTE MANAGEMENT STRATEGIES. The objective of this work element is to reduce solid waste and better manage both solid and hazardous waste in the region. Emphasis in FY 2004 will be on: (1) continuing to support the Integrated Waste Management Local Task Force (SANDAG Board of Directors) and its working groups; (2) continuing to assist in the preparation of the Countywide Integrated Waste Management Plan; and (3) integrating this work into the Regional Comprehensive Plan (work element 3.1.02). (State and Local)

**Bold** indicates new programs, projects, tasks, or emphasis areas for FY 2004.
3.4 Borders

3.4.01 BORDERS PLANNING AND COORDINATION. The objective of this work element is to help the San Diego region coordinate transportation, land use, infrastructure, economic, and environmental planning with the surrounding counties, and with the northern Baja California region. Emphasis in FY 2004 will be on: (1) expanding SANDAG’s effectiveness in the interregional and binational arena; (2) reinforcing cooperative relationships with authorities of the Imperial, Riverside, and Orange Counties, and the Republic of Mexico; (3) financing infrastructure improvements that support coordinated planning efforts with the San Diego regions’ neighbors; and (4) developing new partnerships and information sharing tools with other organizations and agencies involved in interregional and binational planning. The Borders Policy Committee oversees this program and has identified energy, water supply, and interregional transportation as pressing border issues. This program also includes the jobs-housing balance issue and, given San Diego’s unique position as an international gateway, that of international trade and national security. To support these activities, the Borders Committee oversees the Committee on Binational Regional Opportunities (COBRO) and participates in the I-15 Interregional Partnership to provide policy guidance regarding cross-border and cross-county planning. This element is included in the Regional Comprehensive Plan (work element 3.1.02) and growth management strategies. (Federal, State, and Local)

3.4.02 I-15 INTERREGIONAL PARTNERSHIP. The objective of this work element is to work collaboratively with the Western Riverside Council of Governments and other agencies from the Western Riverside and San Diego regions to address issues of common concern. This work element strengthens SANDAG’s leadership in border activities and is an important aspect of the Regional Transportation and Comprehensive Plans. This Partnership focuses on the growing number of long distance interregional commuters and the jobs/housing imbalance between the two regions. Emphasis for FY 2004 is to: (1) develop and begin the implementation of long-range land use and transportation strategies to reduce the demand for interregional commute trips; (2) complete the implementation of short-range strategies identified in FY 2003; and (3) identify and seek additional funding to support continuation of this Partnership. (State and Local)

3.4.03 ECONOMY AND SECURITY AT THE INTERNATIONAL BORDER. This work element began in FY 2003. The primary objectives of this work element are to: (1) develop coordinated proposals for border inspections that will help secure the border, manage wait times, and enhance the binational economy;

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
(2) improve the collection and dissemination of border wait time information; and (3) assess the impact of border delays on the binational economy. This study will continue to assess the feasibility and costs of implementing automated wait time information collection systems at the San Diego region-Baja California border, and will develop an economic impact model for the border region and other Southern California areas. Extensive outreach also will be conducted to institutionalize collaborative efforts among SANDAG, Caltrans, and federal inspection agencies on both sides of the border. (State and Local)

3.4.04 BORDERS INTERREGIONAL PARTNERSHIP. The objectives of this work element are to: (1) provide a framework for studying and addressing common interregional and binational planning and transportation issues; (2) develop strategies and policies to encourage better use of the transportation infrastructure and to mitigate the impacts of insufficient infrastructure that affect the efficient operation of land ports of entry and interregional transportation corridors; and (3) enhance our forecasting models to improve their capabilities for measuring the impact of interregional and binational travel on future changes in population, employment, housing, land use, and the transportation system in surrounding counties and across the international border (pending Caltrans grant approval). (State and Local)

4. PROGRAMMING AND PROJECT MONITORING AND OVERSIGHT

4.0.01 TRANSPORTATION COORDINATION. The objective of this job is to assist in the planning and implementation of regional transportation programs through the coordination of transportation planning and programming activities, effective use of the transportation committee structure, and the provision of staff liaison activities with Caltrans, FHWA, FTA, federal and state legislators, the California Transportation Commission (CTC), regional planning agencies, sales tax authorities, and transit operators. Activities also will be coordinated with the 19 member agencies and the 17 tribal governments. (Federal, State, and Local)

4.0.02 REGIONAL TRANSPORTATION PERFORMANCE MONITORING. The objectives of this work element are to: (1) coordinate performance monitoring activities with federal, state, and local agencies; (2) integrate performance monitoring activities with all long-range planning, project development, and operational decisions; (3) further develop the Performance Monitoring System (PeMS) in coordination with Caltrans, University of California - Berkeley, transit operators, and local jurisdictions; and (4) produce “State of

---

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
the Commute” reports annually. In FY 2004, emphasis will be placed on expanding the capabilities of PeMS to incorporate transit and arterial street data flows. (Federal, State, and Local)

4.0.03 CONGESTION MANAGEMENT PROGRAM. The purpose of this work element is to develop and implement a Congestion Management Program (CMP) that meets federal Congestion Management System (CMS) and state CMP requirements. In FY 2004, emphasis will be to continue implementation of the changes approved with the 2002 CMP update, including preparing Deficiency Plans and integrating the CMP with local and regional planning efforts, and to prepare a 2004 CMP update. Major work activity includes completing the development of the “toolbox” of mitigation strategies, initiating the preparation of Deficiency Plans, and ongoing monitoring of CEQA documents. The efforts under this work element will be coordinated with the region’s transportation system performance monitoring efforts (work element 4.0.02). (Federal and State)

4.0.04 REGIONAL TRAFFIC BOTTLENECKS. The purpose of this job is to identify and evaluate the cause and potential short- and long-range solutions to existing congestion locations on the regional highway and regionally significant arterial systems. This work will be coordinated with Caltrans and local agencies to plan and implement cost effective, short-term projects to ease congestion. (Federal and State)

4.0.05 TRANSPORTATION DEVELOPMENT ACT (TDA) ADMINISTRATION. The primary objectives of this work element are to administer the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STAF), ensure that requirements of the Transportation Development Act (TDA) are met, and provide ongoing operating and capital subsidy support for the region’s transit operators. These requirements include completion of triennial performance audits and annual fiscal audits for each operator receiving TDA funds, and the development of recommended productivity improvements for transit systems. The intent of these requirements is to improve the effectiveness, efficiency, and economy of local transit systems receiving support from TDA funds. In cooperation with the transit operators, emphasis in FY 2004 will be to implement an enhanced transit productivity improvement process and conduct required triennial performance audits covering the period FY 2001 to FY 2003. As the Regional Transportation Planning Agency (RTPA), SANDAG is responsible for this program in accordance with state law. This work element is necessary under provisions of the Transportation Development Act, and in response to a Memorandum of Understanding with MTDB and the State of California. (State)

____________________

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
4.0.06 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM. The objective of the Regional Transportation Improvement Program (RTIP) is the biennial preparation, adoption, and amending, as needed, of a multi-year program of major surface transportation projects. Inclusion in the RTIP is required for a project to receive state and federal funds. The RTIP includes projects from short-range transit plans, the Regional Transportation Plan (RTP), and the TransNet Program. The RTIP is required by state and federal regulations. During FY 2004, a list of projects proposed for funding within the 2004 State Transportation Improvement Program will be prepared, as well as a biennial update to the RTIP (2004 RTIP - FY 2005 to FY 2009). (Federal, State and Local)

5. PROJECT DEVELOPMENT AND IMPLEMENTATION

5.1. Transportation/Transit

5.1.01 PROJECT DEVELOPMENT AND OVERSIGHT. This job will provide ongoing coordination and liaison activities with sponsors of projects funded in the State Transportation Improvement Program - Regional Improvement Program (STIP-RIP); federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) programs; the TransNet Program; and other federal, state, and local programs. This job will include ongoing tracking and monitoring of expenditures of San Diego-Coronado Bridge toll revenues. General oversight will be exercised to ensure that the projects stay on schedule, keep within scope and budget, and meet all relevant federal, state, and local requirements regarding the timely use of funds. Activities will include review of environmental documents, monitoring of design and construction activities, administration of consultant contracts, and tracking of project expenditures and schedules. (Federal, State, and Local)

5.1.02 TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM. The objective of this job is to manage peak period demand on the regional transportation system by providing commuter and employer programs and services aimed at promoting use of alternatives to driving alone. Activities are carried out in cooperation with Caltrans, the Air Pollution Control District, transit providers, and local jurisdictions. Activities include promotion of telework, increasing employer outreach, and enhanced marketing. In FY 2004, special emphasis will be placed on establishing a regional telework partnership and on developing financial incentives that promote carpooling and teleworking. (Federal, State, and Local)

**Bold** indicates new programs, projects, tasks, or emphasis areas for FY 2004.
5.1.03 I-15 FASTRAK™ PROGRAM. This program allows single-occupant vehicle (SOV) users to pay a fee to use the excess capacity on the I-15 Express Lanes between SR 163 and SR 56. Program revenues fund express transit service (Routes 980/990) in the I-15 corridor. I-15 FasTrak™ operates as a self-supporting program. (Local)

5.1.04 FREEWAY SERVICE PATROL. The objective of this job is to reduce congestion by providing a roving tow service that assists or removes stranded or disabled vehicles on designated urban freeways during peak commute hours. The Freeway Service Patrol (FSP) Program is an ongoing effort operated by SANDAG in conjunction with Caltrans and the California Highway Patrol. The feasibility of expanding the service to weekends will be evaluated in FY 2004. (State)

5.1.05 SORRENTO VALLEY ROAD AND GENESEE AVENUE INTERCHANGE STUDY. The purpose of this job is to assist Caltrans and the City of San Diego in the development and analysis of alternatives for improving the I-5 interchanges with Sorrento Valley Road and Genesee Avenue, including the operation of I-5 between the La Jolla Village Drive interchange and I-805. A major product of this study, the Project Study Report (PSR), was completed in FY 2003. Environmental studies that further analyze the feasibility of the alternatives presented in the Project Study Report are another major product of this study. The environmental studies will be used to aid in the selection of a preferred alternative that will go forward into the next stage of project development. Emphasis in FY 2004 is to complete detailed environmental studies that can be utilized fully in the preparation of the Environmental Document for this project. (Federal, State, and Local)

5.1.06 LEUCADIA BOULEVARD GRADE SEPARATION STUDY. The purpose of this job is to study the alternatives for developing a grade separation at Leucadia Boulevard along the Coastal Rail Corridor. This effort will be coordinated with the City of Encinitas, NCTD, and Caltrans. The study will build upon the analyses resulting from the ongoing studies by the California High-Speed Rail Authority and Caltrans. The emphasis in FY 2004 will be preparing the Project Study Report, completing the environmental checklist for the preferred alternatives, and making the bridge type selection (pending CTC approval). (Federal, State, and Local)

5.1.07 ENCINITAS PEDESTRIAN CROSSING STUDY. The purpose of this job is to work with the City of Encinitas in the development and analysis of alternatives for pedestrian grade separated crossings of the Coastal Rail Corridor. Major products of this study include

**Bold** indicates new programs, projects, tasks, or emphasis areas for FY 2004.
alternatives analysis; 60 percent plans, specifications, and estimates; and an Environmental Document that provides the needed approvals to facilitate the final design and construction phases under a separate project (pending CTC approval). (Federal, State, and Local)

5.1.08 I-15 MANAGED LANES IMPLEMENTATION STUDY. The objective of this job is to design the electronic toll collection system for the future I-15 Managed Lanes facility between SR 163 and SR 78. This study will build upon the recommendations from the I-15 Managed Lanes Value Pricing Study, completed in FY 2003, which evaluated the feasibility of allowing single-occupant vehicles to use the excess capacity of the Managed Lanes (pending FHWA grant approval). (Federal)

5.1.09 SAN DIEGO STATION CAR PILOT PROGRAM STUDY - PHASES I and II. The objective of this job is to establish a pilot project that demonstrates car sharing as an extension of transit service for the Coaster commuter rail and Trolley light rail service. Phase I activities include market assessment and public outreach, and development of an operations plan for implementing a two-year pilot program. The Phase II project activities are similar, with a focus on expanding the demonstration project service area to include additional Coaster and Trolley stations, as well as developing an integrated service package that combines car sharing with transit services. (State and Local)

5.1.11 REGIONAL INTERMODAL TRANSPORTATION SYSTEM MANAGEMENT (TSM) NETWORK. During FY 2004, emphasis will be to establish the TSM Network and connect to it each of the regional transportation management subsystems for freeways, regional arterials, transit, and traveler information (now under development). The resulting regional TSM network will link all of the modal management systems and the local agencies so that they can work together cooperatively to better manage the overall transportation system and achieve the performance goals set forth in the 2030 RTP. (Federal, State and Local)

5.1.12 REGIONAL ARTERIAL MANAGEMENT SYSTEM. The objective of this work element is to upgrade the existing traffic signal optimization software used by local jurisdictions and Caltrans. This upgrade will enhance inter-jurisdictional optimization of traffic signals. These efforts will be coordinated with the San Diego Regional Traffic Engineer’s Council, Caltrans, and the transit operators. In FY 2004, emphasis will be on developing and deploying the software upgrade. This job also would conduct an analysis of how to provide arterial detection to PeMS, the regional transportation performance monitoring system (work

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
element 4.0.02). The study would look at both short-term and long-term solutions and develop an implementation plan for further deployment. (Federal and State)

5.1.13 REGIONAL TRANSIT MANAGEMENT SYSTEM. The objective of this job is to assist local agencies in implementing the Regional Transit Management System (RTrMS) and Automated Vehicle Location (AVL) projects. During FY 2004, emphasis will be on completing installation and testing of the demonstration phase of transit vehicle tracking and fleet performance management systems initiated in FY 2003 and coordinating the full system installation effort for all operators, including provisions for automated passenger counting systems and electronic fare card applications. (Federal, State and Local)

5.1.14 REGIONAL ADVANCED TRAVELER INFORMATION SYSTEM. The objective of this job is to implement an advanced traveler information system/511 (ATIS/511) for the region. During FY 2004, emphasis will be on: (1) implementation of a federal ATIS/511 infrastructure project which will install web-based and telephone-based travel information services for freeway travel for the next ten years as part of a nationwide ATIS network, including the nation’s 40 largest cities; and (2) selection of an ATIS/511 dissemination partner that would provide delivery of real-time travel information for freeways, regional arterials, transit, and commercial vehicles using various media sources (e.g., television, radio, telephone, cell phone, Internet, and wireless Internet). The initial emphasis will be to provide information for commuters, special events, and to support commercial vehicle operations throughout the region and Southern California. (Federal, State and Local)

5.1.15 MAINTENANCE AND OPERATIONS IN PLANNING OF NONMOTORIZED FACILITIES. The objective of this job is to assist the local agencies with the development and implementation of maintenance and operations guidelines for nonmotorized public facilities such as Class I Bike Paths and sidewalks. This job builds upon SANDAG’s recently completed Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region, and takes it to the next level of implementation. Here, the concerns regarding implementation of regional facilities that cross jurisdictional boundaries will be addressed, including identifying funding sources. SANDAG will work with member agencies to develop a consistent approach with regard to maintenance policies, guidelines, and funding that support the development of the regional bikeway network and ancillary pedestrian and landscape facilities. (Federal and State).

____________________
Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
5.1.17 OLD TOWN TRANSIT CENTER PARKING STRUCTURE. The objective of this project is to conduct preliminary engineering and environmental work on a parking structure at the Old Town Transit Center. Financing options for the structure also will be evaluated. This job will be coordinated with the State Parks Department and with adjacent SPAWAR for right-of-way acquisition. (Federal and State)

5.1.18 MID-COAST EARLY ACTION PROJECT (SUPER LOOP). This project will conduct preliminary engineering and environmental work on the Mid-Coast Early Action Project (Super Loop) and refine operating plans and budgets for the Super Loop and connecting regional Early Action project services. (Federal and State)

5.1.19 MID-COAST CORRIDOR BALBOA LRT EXTENSION. The primary objective of the job is to obtain Federal Transit Administration (FTA) approval to enter final design. Prepare the federal annual New Starts Report to maintain the project's federal New Starts “Highly Recommended” rating. Address Light Rail Transit/Bus Rapid Transit comparative issues for this project. Continue to work with the community during project advancement. (Federal and State)

5.1.20 SDSU TRANSIT FIRST SHOWCASE PROJECT. This job will conduct preliminary engineering and environmental work for the SDSU Showcase Project between SDSU and downtown San Diego along El Cajon and Park Boulevards. Work will focus on transit priority treatments and station design. Efforts will be coordinated with the City of San Diego for land use integration of stations and with community groups along the route. (Federal and State)

5.1.21 NORTH BAY AND BEACH AREA TRANSIT FIRST EARLY ACTION PROJECT. The objective is to conduct preliminary engineering and environmental studies on the North Bay and Beach Area Early Action (NB&B EA) Project between Old Town and Pacific Beach. This work will include transit priority treatment and station design refinements, traffic studies, and other environmental analyses. It includes coordination with the Sports Arena and Quivira Basin redevelopment projects, and Sea World (expansion), in addition to community groups along the project corridor. Cost estimates and a phasing plan will be developed for phased project implementation. (Federal and State)

5.1.22 SOUTH BAY-SORRENTO MESA TRANSIT FIRST EARLY ACTION PROJECT. The objective of this job is to conduct planning and conceptual
design for the South Bay-Sorrento Mesa Early Action Project. The project will be coordinated with Caltrans for possible use of freeway shoulder lanes for this project. The job also will identify station locations and access. (Federal and State)

5.1.23 SOUTH BAY TRANSIT FIRST EARLY ACTION PROJECT. This job would include more detailed design, environmental, right-of-way, and station refinement studies for an Early Action Project in the South Bay. This project would develop and implement a community input process. The project will be coordinated with the City of Chula Vista and major activity centers. (Federal and State)

5.1.24 I-15 MANAGED LANES/BUS RAPID TRANSIT PROJECT. This project will result in the design and development of four bus rapid transit stations and implementation of the bus rapid transit service in the I-15 corridor between SR 163 and Escondido. The project involves (1) coordination with Caltrans to develop the bus rapid transit stations and Direct Access Ramps needed to support the north I-15 Managed Lanes/Bus Rapid Transit project; (2) property acquisition and preliminary design of the BRT Stations at Miramar College, Sabre Springs, Rancho Bernardo, and Del Lago; (3) development of a Managed Lanes construction mitigation transit operating plan; (4) development of a post construction transit operating plan; and (5) coordination with Caltrans, City of San Diego, and Mid-City Transit Interchanges Project Team on a redevelopment plan for the community surrounding the I-15 freeway median bus stations at El Cajon Boulevard and University Avenue. (Federal and State)

5.1.25 TRANSIT FIRST IMPLEMENTATION. This job provides the overall program administration for the Transit First implementation effort not covered by specific Transit First projects. Activities will include ensuring consistency among the Transit First studies, Showcase, and Early Action projects; coordination with the City of San Diego’s City of Villages Pilot Village program and the City of Chula Vista’s General Plan update; participation in the Regional Transportation Plan development and implementation; production of a Showcase Project video (dependent upon Caltrans grant award); coordination with vehicle procurement activities; marketing and branding activities; smart card procurement; and the vehicle locator demonstration project. (Federal and State)

5.1.26 TRANSIT FIRST NOW! IMPLEMENTATION. This job continues the implementation of the MTD Board-approved planning and implementation of transit priority measures for the existing transit

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
system. Three queue jumpers have been implemented. MTDB identified 15 high-priority sites for priority treatments, and consultant design work is underway on the top five of the 15 sites for implementation as soon as feasible. (Federal and State)

5.1.27 NORTH COUNTY SHOWCASE/EARLY ACTION PROJECTS. This objective of this project is to conduct preliminary engineering and environmental work for the North County Showcase/Early Action Projects in the Cities of Escondido, Oceanside, and Vista. Work will focus on transit priority treatments and station design. Areas of emphasis include: (1) coordination with cities for land use integration of stations and transit priority measures; and (2) working with community groups along the routes. (Federal and State)

5.1.28 TRANSIT/TRANSPORTATION OPERATIONS MANAGEMENT CENTER (T/TOMC). The job is to design and build the T/TOMC, a three-phased development including the Interim Trolley Control Center (ITCC) (Phase I), the Joint Transit/Transportation Management Operations Center (JTOC) (Phase II), and the final project, the Transit/Transportation Operations Management Center (T/TOMC). During FY 2004, emphasis will be to establish the design for all three phases of the project with construction of Phase I and the System Integration Phase beginning. Phase II would commence as soon as funding is raised (projected FY 2005). The T/TOMC will bring together transit operations (Trolley, Coaster, and buses) with freeway, arterial, parking, and travel information in downtown San Diego. The T/TOMC operations center would house essential operations and staff from Caltrans, MTDB, the City of San Diego transportation and police, and the Port District. (Federal, State, and Local)

5.1.29 TRANSIT EMERGENCY RESPONSE TRAINING MANUAL. The objective of this project is to enhance the safety of the riding public by developing an emergency response training manual for transit professionals in the San Diego region. SANDAG will coordinate with efforts by MTDB, San Diego Trolley, and San Diego Transit to document recent emergency preparedness drills as the basis for this manual (pending Caltrans grant approval). (State and Local)

5.1.30 KEARNY MESA TRANSIT CENTER. To complete preliminary engineering for the Kearny Mesa Transit Center. (Local)

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
5.2 TransNet Program

5.2.01 TransNet/Financial Management. The objective of this job is to manage and administer the local sales tax funds in order to efficiently implement the TransNet Ordinance and Expenditure Plan. Activities include revenue forecasting, cash flow analysis, bonding evaluation, fund investment, disbursements, program and fiscal accounting, auditing, reporting, and legal services. Emphasis in FY 2004 will be on the ongoing implementation of the work program to develop a TransNet extension ballot measure for November 2004. (Local)

5.2.02 TransNet Public Information Program. The objective of the TransNet Public Information element is to provide an accurate, timely, accessible, and consistent flow of easily-understood information on the progress of the existing local transportation sales tax program. The element is designed to heighten awareness among audiences and stakeholders about how their existing 1/2 percent transportation sales tax dollars are being spent to improve this region’s highway, transit, local roads, and bicycle and pedestrian facilities. It also can be used to provide public information about the potential for extending the 1/2 percent local transportation sales tax beyond its sunset of 2008. (Local)

5.2.03 TransNet Bicycle Facilities. Under the local transportation sales tax ordinance, $1 million per year is allocated for bicycle facilities and programs. These funds are used by local agencies to design and construct bicycle transportation facilities, to install bicycle parking, and to undertake bicycle safety programs. The purpose of the program is to encourage bicycle transportation by improving the places where people can cycle and by promoting cycling as a viable transportation option. (Local)

5.2.04 TransNet Highway Program. One-third of the annual TransNet revenue is allocated to major highway projects. The TransNet Highway Program is administered and implemented in the TransNet/Financial Management and Project Development and Oversight work elements. The amount allocated from year to year varies, depending upon revenues, bonding, and cash flow requirements. (Local)

5.2.05 TransNet Transit Program. One-third of the TransNet sales tax revenues is allocated by formula to the North San Diego County Transit Development Board (NCTD) and the Metropolitan Transit Development Board (MTDB) for specified rail projects and other transit purposes. These funds are administered and implemented in the TransNet/Financial Management and Project Development and Oversight work elements. The amount allocated depends upon revenues, bonding, and cash flow requirements. (Local)

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2004.
5.2.06  TransNet LOCAL STREETS PROGRAM. One-third of the TransNet revenues is allocated to Cities and the County on a formula basis for street and road purposes. Projects may include new construction, reconstruction, or maintenance of existing right-of-way. Through the expenditure of these funds, local traffic circulation is enhanced. These funds are administered and implemented in the TransNet/Financial Management and Project Development and Oversight work elements. (Local)
Comments and Responses to the FY 2004 Overall Work Program

- Caltrans
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- County of San Diego
- City of Imperial Beach
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
Responses to Comments from Caltrans on FY 2004 OWP

Paragraphs in the original document from Caltrans have been numbered and these responses correspond to those numbers.

Aviation Planning:

1) Amendments identifying aviation planning tasks and airport land use and activities will be added under the RTP (3.2.01) and the Intermodal Transportation (3.2.19) elements. SANDAG has, and will continue to, work closely with the San Diego County Regional Airport Authority (SDCRAA) relative to airport planning responsibilities. Staff has found your handbook very useful and will continue to refer to it as we provide liaison to the SDCRAA. SANDAG will continue to provide ALUC support to the new authority during FY 2004 under our Regional Intergovernmental Review work element (1.0.03). SANDAG will work with the SDCRAA to prepare the matrix that you suggested, and will coordinate ground transportation in the Regional Transportation Plan (RTP) with any access evaluation of a proposed airport site for the region. Air cargo and aviation are key components of the recently adopted RTP, Mobility 2030.

General Comment:

2) Our Public Involvement Program was last formally adopted by the SANDAG Board of Directors as a separate and distinct program in 1995. However, each year, the program is “fine-tuned” by the SANDAG Board of Directors as part of the public review and approval process for the Overall Work Program. The focus for the coming year is detailed in the Public Involvement work element (1.0.04).

3) This work element was completed in FY 2003 and adopted as part of the Regional Transportation Plan (RTP) on March 28, 2003.

4) Page 109. The work of the 2030 RTP Working Group was just completed with the adoption of the 2030 RTP by the SANDAG Board of Directors at its March 28, 2003 meeting. This group will be eliminated from the list of Working Groups beginning on page 19 of the OWP.

Page 21. There is only one working group assisting with the I-5/I-805 Transportation Study. The reference to more than one group will be removed from the final OWP.

Page 23. The reference to “local transportation agencies” was meant to include Caltrans as well as the Metropolitan Transit Development Board and the North San Diego County Transit District. The final OWP will list the specific agencies.

Page 28. The intent is that the Tribal Governments Working Group will be established whether Work Element 1.0.06 is funded or not, and the final OWP will reflect this. SANDAG held a summit with the 17 tribal governments a few months ago to initialize the government-to-government dialogue, the tribal governments were specifically invited to participate in the 2030 RTP Working Group, and the tribal governments are represented on
the Stakeholders Working Group for the Regional Comprehensive Plan. The point needs to be made that SANDAG is consulting with Native Americans as part of its ongoing planning activities, but has plans to significantly expand this outreach effort.

5) Work element 1.0.06 is designed to identify the enhancements to our work related to tribal governments through the preceding work element (1.0.05). The existing tasks in 1.0.05, as described, would include Environmental Justice (EJ) work and coordination with the tribal governments. Tribal governments will continue to be involved appropriately in the development of transportation plans and programs with or without the grant funding. Of course, it is our hope that Caltrans and SANDAG will be able to secure the funding and take a more robust, more proactive, and richer approach to tribal government issues.

6) The final OWP will include a mention of the Stakeholders Working Group.

7) As explained in the more detailed description for Work Element 3.2.01 (pages 193-194), the emphasis in FY 2004 on the RTP will be to use it to develop the Transportation component of the Regional Comprehensive Plan (Work Element 3.1.02) as well as the expenditure plan for the potential effort to extend the existing ⅝% transportation sales tax program (Work Element 5.2.01). A statement summarizing these two efforts will be added to Section C.2 of the final OWP.

8) The first sentence under Section D.3 will be revised in the final OWP as suggested.

9) SANDAG is emphasizing “early and continuous public involvement in all of the planning decision-making” for the RCP. The agency has already completed the first of a series of public community forums (encompassing six interactive meetings throughout the region) to listen to and dialogue about the creation of such a plan. In addition, a parallel effort is now underway and solely focused on reaching out to traditionally underserved communities via a public communications technique labeled “peer facilitation.” The public involvement work seeks to garner feedback about this type of comprehensive planning effort from members of traditionally underserved communities. Also, SANDAG is using a mix of direct news media liaison, publicity, and advertising efforts to raise awareness of the RCP and encourage active participation in the planning and review processes.

10) We agree. SANDAG and especially the RCP have a very aggressive EJ and Social Equity (SE) approach. The reference to “tasks” on page 46 will be revised to better reflect our approach and commitment to EJ and SE.

11) The final OWP will add Caltrans to the list of agencies participating in the proposed Rural Transportation Needs Assessment Study.

12) Page 81. “STA” was used to remain consistent with language in past OWPs. It refers to funding from California Department of Transportation.

13) The suggested change will be made in the final OWP; it is consistent with our approach in the RCP.

14) The suggested change will be made in the final OWP; it is consistent with our approach in performance monitoring.
15) The intent is to complete at least all of the technical analyses for the SR 54 Corridor Study during FY 2003. The processing of the final study recommendations and the review of the draft and final reports may carry over into the first quarter of FY 2004. Given the limited effort required to conclude this study in the coming year, an additional task will be added to Work Element 3.2.02 rather than adding a new element.

16) The suggested change will be made in the final OWP; it is consistent with our approach in linking land use/smart growth, transportation, and urban design and form as it is being developed in the RCP and as described in the adopted RTP.

17) As stated in the objective of Work Element 3.2.05 on page 201, work under this element will be coordinated with efforts to develop design guidelines and operating and maintenance recommendations for nonmotorized facilities. The emphasis in FY 2004 will be on revising project funding criteria.

18) You’re right. We’ve included “major warehouses” in task #3 under work element 3.2.06, page 204.

19) We will swap out the funds in Work Element 3.2.11 (I-5/ I-805 Transportation Study) from FHWA to TDA.
Responses to Comments from FHWA on the FY 2004 OWP

The paragraphs in the original document from FHWA have been numbered and these responses correspond to those numbers.

1) Thank you, these are both exciting and challenging times with the consolidation called for under SB 1703. As part of the implementation of the consolidation, SANDAG will be updating current Board policies, developing new policies as needed, and updating MPO agreements, as needed. The transit boards will be operators not planning/programming agencies.

2) Work Element 1.0.03 (Regional Intergovernmental Review) primarily includes reviewing environmental documents prepared for local development projects/programs for consistency with SANDAG's adopted Regional Transportation Plan (RTP), Congestion Management Program (CMP), and other adopted regional plans. As part of this work element, SANDAG also will be considering the consistency of environmental documents with the Regional Comprehensive Plan (RCP), once it is adopted. Review of NEPA documents for Title 23 funded highway projects and other federally funded transportation projects is conducted under another Work Element 5.1.01 (Project Development & Oversight). For all federally funded transportation projects, SANDAG works closely with the project sponsors early in the project’s planning/environmental stages to ensure that the environmental documents are consistent with the planned improvements in the adopted RTP.

3) The analysis leading to the 2030 Regional Transportation Plan included calculations of various performance measures for low-income and minority communities. The work on the Regional Comprehensive Plan (RCP) also will include analysis related to these areas. The IPG meeting will include a discussion of these issues.

4) SANDAG has taken a number of proactive approaches regarding tribal governments and has a number of enhancements planned for next fiscal year. Work element 1.0.06 is designed to identify the enhancements to our work related to tribal governments. If that funding is not secured, SANDAG will address environmental justice (EJ) issues for tribal governments through the preceding work element (1.0.05). The existing tasks in 1.0.05, as described, would include EJ work and coordination with the tribal governments. Tribal governments will continue to be involved appropriately in the development of transportation plans and programs with or without the grant funding. Of course, it is our hope that Caltrans and SANDAG will be able to secure the funding and take a more robust, more proactive, and richer approach to tribal government issues.

5) It is our understanding that the corrective action regarding financial planning referred to in the FHWA comments is a statewide issue. Based on discussions at the California Federal Programming Group (CFPG), FHWA will be conducting a desk review of financial documents and provide guidelines or a recommendation of the level of detail required for the financial plan by the end of calendar year 2003. Should a MPO’s financial plan fall short of these guidelines, then the MPO would produce an updated financial plan by April 1, 2004. For MPO’s undergoing an update to the Regional Transportation Plan (RTP), FHWA would provide specific comments to the financial plan chapter rather than a desk review.
While we have not received comments on the Financial Chapter of the RTP to date, if there are specific concerns regarding SANDAG’s financial planning as reflected in the 2030 RTP, or the 2002 Regional Transportation Improvement Program (RTIP), we would appreciate hearing them so that we can improve the process for preparing the next RTIP in FY 2004. With the recent adoption of the 2030 RTP, we plan on relying on the financial work prepared for the RTP as the basis for the upcoming RTIP process in FY 2004. Any updates to this financial planning work that may be required will be made available for comment through the interagency consultation process and the public involvement process. To clarify this point, Task 01 and the related product will be reworded to add “consistent with the interagency consultation process and the public involvement process.”

6) These components are important infrastructure related elements that will significantly impact transportation systems and programs. Proactive planning in the context of transportation programs and the land use/transportation interrelationships for these four items are not only appropriate but insure such integrations and more effective transportation solutions/programs.

7) SANDAG plans to use the financial planning work reflected in the recently adopted 2030 Regional Transportation Plan as the basis for the financial analysis to be conducted for the 2004 Regional Transportation Improvement Program (RTIP) to be developed in FY 2004. The RTP financial planning work would be updated as needed over the next year to reflect any significant changes in local, state or federal funding availability such as the passage of a TEA-21 reauthorization bill. Because the financial planning work conducted for the 2004 RTIP would be included as part of the RTIP document itself, we have assumed that the financial planning work would be done under Task 06 related to the preparation of the 2004 Biennial RTIP update. To provide additional focus on comments made by FHWA, the wording for Task 06 will be expanded to add “including an updated Financial Plan component.”
Responses to Comments from FTA on the FY 2004 OWP

The paragraphs in the original document from FHWA have been numbered and these responses correspond to those numbers.

1) The Quarterly Progress Reports track the status of every work element in the OWP. Specific information for all work elements is provided under four sections: Progress This Period, Products Produced, Problems Encountered, and Scheduled Next Quarter. The Quarterly Progress Report for the end of each fiscal year also includes a section entitled Completion Report which gives the final status of the work elements and indicates whether efforts should continue into the following fiscal year.

The 2004 OWP includes a section entitled Previous and Ongoing Work for each work element. This section provides a brief history of the work element as well as a description of the work completed during previous fiscal years, including the information provided in the Completion Report section from the final Quarterly Progress Report for FY 2003.

2) The Program Revenues and Program Expenditures pages from the '03, '02, and '01 fiscal year will be made available for comparison at the IPG meeting.

3) We will review this project and switch funding to FHWA planning as appropriate.

4) The percentages associated with each of the five tasks under Work Element 5.1.02 reflect an assessment of the level of effort required, not necessarily the level of funding required for completing each work element. For example, even though Task 5 related to the Regional Vanpool Program is only shown as requiring 10% of the agency's efforts on TDM, the subsidies to the vanpools in the program (currently more than 250 across the region) represent a financial commitment of $1.1 million, or almost 40% of the total budget. The two other tasks requiring significant financial commitment are the wide range of services provided through the RideLink Program (Task 02) and the marketing efforts (Task 04). These two parts of the TDM program represent another 40% of the total budget. A more detailed categorization of the estimated costs for the five tasks listed in this work element can be provided. The percentage for each task will be changed in the final OWP to reflect the total costs to complete each of the tasks.
Responses to Comments from the County of San Diego on the FY 2004 OWP

Paragraphs in the original document from the County have been numbered and these responses correspond to those numbers.

1) SANDAG has, and will continue to, work closely with the County staff on tribal governments’ issues and coordination of efforts. County staff is encouraged to participate in the Tribal Government Working Group.

2) Work element 2.1.03 (Travel Demand Modeling and Applications) focuses on improving, maintaining, and applying transportation models for use in the San Diego region. A significant part of this work is to ensure that model procedures and inputs accurately represent travel patterns and behavior throughout the region by recognizing the differences and uniqueness between urban, suburban, and rural areas, including trip generation, tribal gaming projects, and land use plans in unincorporated communities.

3) The North County Parkway Plan remains a work in progress. The cost estimates are being updated for projects in the Parkway Plan and a subregional transportation model is being developed for analysis purposes. As suggested, staff will use the North County Parkway Plan and the subregional transportation model being developed for analysis purposes of arterials in this area. Also as suggested, staff will use the North County Parkway Plan (and other past project prioritization efforts) as a model for prioritizing projects included in the Regionally Significant Transportation Network. Staff also is working to consolidate evaluation criteria to the greatest extent possible for consistency purposes. Future subregional project prioritization efforts, similar to the North County Parkway Plan, will be conducted as funding and resources permit.

4) The Rural Needs Assessment Study would provide valuable information for the next update of the Regional Transportation Plan.

5) We agree that SR 11 and additional border crossing (such as Jacumba/Jacume’) are important components of the plans and programs on both the U.S. and Mexican sides of the border. Those are identified at the next level of planning and programming: the RTP, the RCP, and our legislative priorities.

6) The process to prepare Deficiency Plans assumes the participation of Caltrans and local jurisdictions, including the County of San Diego. SANDAG will be conducting a Workshop on April 24, 2003 to initiate the process to prepare Deficiency Plans. The workshop will address, among other topics, the priority for Plan preparation given limited regional and local resources. SR 67 and SR 94 are included in the corridors that will be prioritized. Local agency transportation and land use planning staff will be invited to the workshop.

7) Three work elements: 3.4.02 (I-15 Interregional Partnership), 3.4.03 (Economy and Security at the International Border), and 3.4.04 (Borders Interregional Partnership – pending Caltrans grant approval) are directly focused on providing new information and improved
modeling and analysis tools that account for the counties and the Mexican border area that surround the region. These jobs will enable us to better understand and address interregional and binational issues that impact the San Diego region.

SANDAG is one of six Regional Census Data Centers in California set up to increase the availability and use of census information in the San Diego Region. New releases of information from the Census are expected within the next six months, including the Public Use Microdata Sample (PUMS) and Census Transportation Planning Package (CTTP). Under work element 2.1.04 (Census), we will continue to develop new products and innovative approaches for disseminating this information and using it throughout our Overall Work Program.

Work element 2.2.03 (Coordinating Land Use and the Regional Transportation Program - pending Caltrans grant approval) will develop a Web- and parcel-based inventory of residential lands to compliment the existing inventory of employment lands. These inventories will facilitate the analysis and impacts of the spatial location of jobs and housing and assist in the planning of “smart growth” areas. In addition, this work will investigate the nexus between short-term development trends and the Regional Transportation Improvement Program as a way to direct investments in transportation infrastructure to where they are most needed.

8) SANDAG is committed to improving transportation services for all sectors of the public including seniors and persons with disabilities.

9) We agree. The RCP and its housing component will include strategies that recognize land use and transportation connections and jobs/housing compatibility. These strategies also are being actively considered as part of the regional share allocation process.

10) SANDAG remains committed to reporting and evaluation of the criminal justice system. SANDAG will continue to coordinate its criminal justice research efforts with the County of San Diego.

11) (a) SANDAG is committed to minimizing the number of committees without adversely impacting our outreach and public involvement goals. As the Policy Advisory Committees get established, SANDAG has, and will continue to, look for opportunities to consolidate and combine committees. (b) Mobility 2030, the recently approved 2030 Regional Transportation Plan (RTP) identifies SANDAG’s commitment to the $25 million, five-year Smart Growth Pilot Program. The opportunity to identify specific funding for the pilot program is not expected until 2004 (e.g. reauthorization of TEA-21, extension of TransNet, future STIP cycles). The sequence of tasks is intended to accelerate the development of the pilot program and have a framework in place to take advantage of future funding when it becomes available.
Responses to Comments from the City of Imperial Beach on the FY 2004 OWP

The paragraphs in the original document from the City of Imperial Beach have been numbered and these responses correspond to those numbers.

1) Under the provisions of SB 1703, the Transportation Committee consists of nine voting members: the City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, South Bay, MTDB, NCTD, and the San Diego County Regional Airport Authority. The City of Imperial Beach is included in South Bay. This Committee reviews all transportation matters and makes funding recommendations to the SANDAG Board of Directors. The new voting configuration at the Board includes both a weighted vote, which protects the interest of the larger jurisdictions, and an agency vote, which protects the interests of the smaller cities more than the previous voting arrangement.

2) The funding for affordable housing is one of the major issues facing the San Diego region. The ongoing efforts on the preparation of the Regional Comprehensive Plan (RCP) as well as the efforts to implement the recently adopted Regional Transportation Plan are focused on the linkage of land use with transportation and the jobs/housing balance. Housing is a specific issue in the development of the RCP scheduled for a draft report by December 2003 and a final report in June 2004.

3) The first phase of the State Route 905 project will go to construction in the next few weeks with completion slated for December 2004. All phases of the project, from I-805 to Otay Mesa are currently scheduled for completion by 2007.

4) The first phase of the agency consolidation, scheduled for July 2003 under the auspices of SB 1703, involves consolidating the planning and programming efforts of the three agencies. The subsequent phase involves the project development and construction activities of the agencies and is scheduled for January 2004.
NEARSHORE HABITAT INVENTORY

Introduction

The San Diego region’s nearshore marine environment supports a large and diverse array of marine species and habitats in addition to supporting many recreational and commercial industries. However, marine resources are at risk of degradation as a result of increasing human activities in the nearshore zone. Currently, there is no comprehensive mechanism to coordinate the numerous on-going and future development and conservation activities in the nearshore marine environment.

In late 2001, SANDAG and the California Coastal Conservancy began a collaborative effort to develop an inventory of marine habitats along the coastline of the San Diego region. Since that time, existing data has been compiled and new data has been collected to create a comprehensive inventory of nearshore habitat. This Geographic Information System (GIS) based data set will enable resource managers, planners, and interest groups to readily access the information for better informed decision making.

Discussion

As a result of this collaboration, SANDAG will host the Nearshore Habitat Inventory Web site accessible from the SANDAG Web site home page. The Web site will provide access to coastal habitat data from Dana Point in the north to the U.S./Mexico border in the south. Although many academic and professional users will benefit from this Web site, the information that is being generated from the project will enable SANDAG to make better informed decisions for future beach sand replenishment efforts which should decrease planning and permit processing time. Other applications of the site include a centralized clearinghouse of marine habitat studies and information. Long term maintenance of the site will enable users to study trends in coastal processes and impacts of coastal projects on nearshore habitats.

The Web site will contain the following information and functions:

- About the Program – This section of the Web site will describe the development of the program, provide links to the technical papers written for the project, and identify the agencies involved in the development of the site.

- Habitat Mapping – This function will enable users to create maps of the nearshore environment which display features that the user selects. Maps that can be created from this function can display a specific habitat type or types, or habitats that occur in a specific geographic area.

- Habitat Classification – This section will describe the habitat classification system that was developed for the project and how it was selected as the standard to be used for future data submission.
• Bibliography – This function will enable users to search for studies on specific species or habitat types, or all studies that have been conducted in a specific geographic area.

• Photo Gallery – The photo gallery enables users to click on species that occur in a specific ecotype to learn more about which species occur where. Included with a photo is a detailed description of the species.

• Submit Data – This function will enable scientists and those in academia to submit data on recent studies that can be uploaded onto the database. Extensive data submission requirements have been established and procedures for quality assurance have been developed.

It is anticipated that the Web site and all the data currently being collected will be available on-line this fall. Development of this data base is using the latest available technologies. The Nearshore Habitat Inventory will be the first database of its kind to incorporate such comprehensive information for the nearshore zone of an entire region.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Rob Rundle
(619) 595-5649; rru@sandag.org

Funds are budgeted in Work Element #5.07